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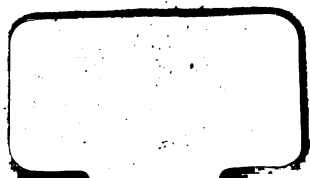
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# BIOGRAPHIA NAVALIS;

OR,

*IMPARTIAL MEMOIRS*

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

*FROM THE YEAR 1660 TO THE PRESENT TIME;*

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A  
CHRONOLOGICAL ARRANGEMENT.

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By JOHN CHARNOCK, Esq.

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WITH PORTRAITS, AND OTHER ENGRAVINGS,  
By BARTOLOZZI, &c.

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Nautæque, per omne  
Audaces mare qui currunt, hæc mente laborem  
Sese ferre, senes ut in otia tuta recedant.

HORACE, Sat. 1. Lib. 1.

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IN FOUR VOLUMES.

VOL. III.

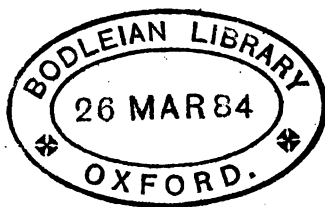
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LONDON;

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1795.

2268 e. 3.



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## BIOGRAPHIA NAVALIS, &c.

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1693.

**A**NDERSON, John,—was, on the 24th of February 1693, appointed captain of the *Hawke* fireship, one of the vessels sent in that year, under the command of sir Francis Wheeler, to the West Indies. He was very soon afterwards removed into the *Quaker Ketch*. Having never, during the reign of king William, attained any higher command than that of a small frigate, in which he had no opportunity of distinguishing himself, it is by no means wonderful that there is not any mention made of him till after the accession of queen Anne, when we find him captain of the *Reserve*, a fourth rate, lost off Yarmouth, in the Great Storm, November the 27th, 1703. Captain Anderson and near fifty of her people, the poor remains of two hundred and twenty, were happily saved. We hear nothing more of this gentleman till we find him, in 1706, commanding the *Bristol*, a fourth rate, employed on the Jamaica station under sir William Whetstone, with whom captain Anderson went out in the preceding year.

Information being received, from the commander of the *Montague*, of sixty guns, that he had just before met at sea two French ships of war, one mounting forty-eight

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the other thirty-six guns, and had very spiritedly resolved to encounter them; but that both unhappily escaped, as well from the want of conduct as of proper discipline in his officers and men: it was resolved, by sir William, to endeavour at repairing this misfortune by sending the Bristol and Folkestone, two fourth rates, in quest of the above-mentioned enemy\*. The English ships very soon overtook those they were in pursuit of, and with them a number of merchant-ships under their convoy. These captain Anderson is said to have been much more eager to secure, than he was those who escorted them: five or six of the former were taken, while the ships of war, which were the principal object of his pursuit, escaped. On his return to Jamaica he was immediately put under an arrest by sir William, and soon afterwards tried by a court-martial for this misconduct. He was sentenced to be dismissed from his command, and is said, by some, to have been declared incapable of farther service.

This sentence was, however, not rigidly carried into execution, for, on the 12th of April 1707, he had half-pay granted him, as a superannuated captain of a fourth rate. This pension he enjoyed till his death, which happened on the 15th of April 1724.

ATHY, Richard, — was appointed commander of the Canterbury, by some called a sloop of war, but most probably a store-ship, on the 31st of May 1693. He was promoted to this command by sir Francis Wheeler, having gone out under that admiral to the West Indies as second lieutenant of the Advice, of forty-two guns, belonging to his squadron. Returning from this station in the ensuing autumn, he was, not long after his arrival in England, promoted to the command of the Mermaid frigate. We find this vessel to have been employed as a cruiser during the whole of the year 1695. These particulars, scanty as they are, are all we have been able to collect relative to this gentleman, except that he was unhappily killed, some little time after this, in a duel, fought

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\* Campbell reports, from Oldmixon, that the enemy's force was one ship of thirty-six, and one of twenty-four guns.

at one of the isles of Scilly. The cause, as well as the precise time when it took place, are not known. At the time of his death he commanded the *Chester*.

ATKINS, James, — was made first lieutenant of the *Restoration*, of seventy guns, in the year 1692. On the 11th of December 1693, he was promoted to the command of the *Greyhound*. In this vessel he continued till the month of May or June 1695, when he was removed into the *Katherine* storeship. He afterwards returned back to his old ship the *Greyhound*, which he commanded during the year 1696. Nothing farther relative to him has come to our knowledge, nor have we even been able to discover the time of his death.

AUDLEY, Robert, — was appointed lieutenant of the *Greenwich*, by lord Dartmouth, on the 30th of October 1688. On the 29th of November following he was removed to the same station on board the *Tyger*, by commission, granted also by lord Dartmouth. We find nothing more of him till he was promoted, on the 11th of November 1693, to be made commander of the *Lightening* fireship. These are the only particulars concerning him known to us, except that he unhappily fell in a duel on the 28th of February 1696.

BLAKE, Thomas, — the son of captain John Blake, an old commander in the first Dutch war, was appointed captain of the *Canterbury* storeship on the 14th of December 1693. It is a very singular circumstance, and highly deserving remark, that we have every reason to believe this gentleman continued in the same vessel during his life, a period of ten years. He was unhappily lost in this ship, at Bristol, during that tremendous hurricane generally known by the name of the Great Storm, on the 27th of November 1703. He was much esteemed by sir Richard Haddock; and it is certainly no slender proof of a man's real worth, to have been countenanced by so good an officer, and so intelligent a man. Sir Richard, in a letter to his son Richard, then a captain in the navy, laments the unhappy fate of this gentleman in the following familiar, artless, and simply pathetic manner—" *Poor Tom Blake* was drowned, at Bristol, in the

Canterbury storeship. A more sincere, and, perhaps, more just eulogium than the most elegant and well-turned panegyric from the pen of the historian.

**BREHOLT**, George, — was, on the 22d of May 1693, appointed commander of the Grenada bomb-ketch. On the 25th of September following he was promoted to the Pearl, a frigate of thirty guns; from the latter of which dates only, he took rank as a captain in the navy. We have no other intelligence relative to him till the month of March 1703-4; at which time he commanded the Charlotte yacht, which vessel was then employed on the Dublin station, and it appears for the express purpose of attending the lord lieutenant. We suppose captain Breholt to have continued in the same command as long as he remained in service, as we do not find any farther mention made of him, except that he is said, in rear-admiral Hardy's list of the navy, to have died on the 24th of June 1741, in Greenwich-hospital. Admitting this intelligence to be true, we have to observe by the way that he was not there with the rank of captain.

**BUTLER**, Thomas, — served in the beginning of the year 1693 as second lieutenant of the London, sir John Ashby's flag-ship. From this station he was promoted, on the 3d of October in the same year, to the command of the St. Julian Prize. In 1696 he was captain of the Dunkirk, of sixty guns, one of the ships belonging to the main fleet; and continued in commission, as commander of a two-decked ship, during the peace, which took place not long afterwards. On the accession of queen Anne he was appointed to the Worcester. This ship, which was a third rate, was, as we believe, wholly employed as a cruiser, in the Channel, and round the British coast. In this occupation captain Butler appears to have been particularly diligent, active, and fortunate\*, having captured several

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\* The following account of a little enterprize, commanded by captain Butler, is extracted from the *Annals of queen Anne*, Vol. 3d. If not so completely successful as he himself could have wished, no person can deny, but that every thing was effected which the several circumstances attending it would permit.

several very valuable prizes, and some privateers of considerable force, which had done much previous mischief to the British commerce \*. About the year 1706, he was again appointed to command his old ship the *Dunkirk*, and sent to the Mediterranean not long afterwards. While employed on this station he had, in 1708, a signal opportunity of distinguishing himself, which he appears to have very eagerly embraced.

Being detached, by sir Edward Whitaker, to batter fort Fornelle, on the island of Minorca, in company with captain Fairborne, who at that time commanded the *Centurion*, he behaved, as well as his brave associate, with so much spirit and gallantry, that the fort was, after a very obstinate resistance, compelled to surrender. A footing was by this success first established on the island, and the landing of the troops and safe anchorage of the transports secured, circumstances which led to the complete reduction of the whole country immediately afterwards. He continued to command the same ship till the year 1711, when he was appointed to sail, under the command of sir

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" An express came to Whitehall, from commodore Butler, captain of her majesty's ship the *Worcester*, dated in the bay of Cherbourg the 8th of April, with an account, that having received advice, that about thirty-five sail were come out of St. Malo, he stood over with his own ship, and her majesty's ships the *Dunwich* and *Maidstone*, to Cape Cartwright, and got sight of them. The *Maidstone*, being foremost, chased twenty-one sail of them into Cherbourg, with two small ships of war, their convoys, one of twenty and the other of twenty-two guns. Captain Butler then made a signal to the *Dunwich* to stand in to the southward of Grandance bay, while the commodore himself stood in to the north end of it, and chased the French commodore, a ship of twenty-two guns, and another frigate of fourteen, with eight sail of merchant-men, which were all destroyed, the commodore and two more being burnt, and the rest sunk. Some Guernsey privateers, who were with commodore Butler, carried off two prizes. A privateer of eight guns, was taken afterwards by the *Maidstone*, between Moneville and Cherbourg. Commodore Butler soon after took a small ketch; and, with her majesty's ships above-named, came to anchor before this place, and saw the twenty-three sail before-mentioned hauled in close under the castle."

This account was taken by Mr. Boyer, the editor, almost verbatim from the official one published in the *Gazette*, No. 4009.

\* See *Gazettes*, No. 3825, 4088, and 4091; and *Boyer's Ann. of Q. Anne*, Vol. VI. Appendix, page cxliii, and cxlv.

Hovenden Walker, on the expedition against Quebec and the province of Canada. During the passage of the squadron to Boston, unluckily for captain Butler, it fell in with a small ship, to which he immediately gave chase; and, after having ran out of sight of his companions, captured; but did not again rejoin the fleet till its arrival at Nantasket. This conduct was, however, a most flagrant violation of his admiral's orders, by which he was enjoined never to chase without a signal, and in no case whatever to hazard losing sight of the fleet. This breach of duty was rendered the more reprehensible, by captain Butler being one of the commanders appointed, by the flag, to repeat all signals, for the purpose of keeping the transports better together.

Sir Hovenden Walker, immediately on his arrival at Boston, convened a court-martial, by which captain Butler being found guilty of having "amused himself in taking the said small vessel, and preserving her for his private interest, contrary to the common good of the expedition, and in direct opposition to all order and naval regulations;" was consequently sentenced to be discharged, and dismissed from his command. He never appears to have been reinstated in the service; and as we find ourselves totally incapable of defending, or even palliating so violent a breach of discipline, we can only lament that an old officer, who had on every former occasion acquitted himself so honourably to his own reputation, and successfully to the service of his country, should be so far forgetful of both, as to lose, as it were in an instant, the justly earned honours attendant on a faithful service of so many years continuance. He survived this event many years, not dying till the 24th of July 1727.

CARTER, William,—was appointed, by sir Francis Wheeler, to be commander of the Owners Love fireship, on September 18, 1693\*. We know nothing farther of

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\* Rear-admiral Hardy has, in the list of officers published by him, inserted this gentleman's name twice, and, with much propriety, added a query as to the real time from whence he took post. The naval lists, which have been transcribed from the best authorities that could be procured, almost uniformly agree in the date above-mentioned, which we have consequently adopted: but in an official paper, presented

of this gentleman than what will be found in the note inserted beneath, and that he commanded the *Blast* bomb-ketch in the year 1695. After the accession of queen Anne he was promoted to the *Newcastle*, a fourth rate. He unhappily perished in the Great Storm on the 27th of November 1703, this ship being lost at Spithead, and with her the greatest part of her crew.

CLEMENTS, John,—was the son of the captain John Clements of whom we have given a short account, vol. i. p. 279. We are happy in being able to seize this opportunity of correcting an error, or rather supplying an omission made in it. The death of captain Clements the elder is there said to be unknown as to the time when it happened, as also that no particulars of his life could be collected later than the year 1698; by subsequent information we are now enabled to supply this deficiency—he was appointed lieutenant-governor of Greenwich-hospital in the year 1704, and died during the following year in this honourable station.

John Clements, his son, served, in the year 1693, as first lieutenant of the *Britannia*, the ship which bore the flag of the joint commanders-in-chief. He was on the 13th of July, in the above year, promoted to the command of the *Portsmouth* frigate, which was afterwards wholly stationed as a cruiser in the Channel. He was employed in this species of service, and in the same vessel, till the month of July 1694, when, being at that time in company with the *Canterbury*, he fell in with a large French ship mounting thirty-six guns, bound from St. Maloe's to Marseilles, with a valuable cargo, consisting principally of sugar. The enemy endeavoured to escape; and the better to effect it, fired their stern-chace guns, without intermission, at the pursuers. The *Portsmouth*, being the headmost, had very nearly got up with them, when, as it were as a last effort, they fired all their aftermost guns that bore, accompanied by a volley of small shot, one of which unhappily took place and occasioned the instant death of captain Clements, he being the only

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sent to the house of commons by order, on the 2d of Feb. 1698-9, we find his name inserted as then commanding a ship of the line, and taking rank from the 5th of December 1692.

person

person who fell, or was even wounded in this petty encounter. The enemy immediately afterwards surrendered.

**CROW, Leonard**,—the brother of captain Josiah Crow of whom we have already given some account \*, was appointed commander of the Machine fireship on the 11th of January 1693. This vessel was one of those belonging, during the ensuing summer, to the main fleet. No farther mention is made of him till after the accession of queen Anne; and it is, from many circumstances, to be concluded, he never attained the command of any ship of consequence till that time; however, in 1702, he was promoted to the Shrewsbury, of eighty guns. In the month of July following he was one of the members of the court-martial assembled for the purpose of trying sir John Munden, and in a short time afterwards accompanied sir Cloudefley Shovel, who was sent out with a reinforcement to the fleet under sir George Rooke, which had, just before the arrival of this additional strength, attacked and taken Vigo.

In 1703 he attended his former commander on the expedition to the Mediterranean, undertaken, as it was said, for the relief of the Cevenois. In the following year, still remaining in the same ship, he very conspicuously distinguished himself at the battle off Malaga. Sir George having taken notice, in his Journal of the action, that, “owing to several ships of the different divisions being obliged to quit the line for want of shot, the weight of the action fell on his own ship, the Royal Katherine, the St. George, the Shrewsbury, and Eagle. Indeed, the loss of men † sustained by those ships, in this great encounter, fully proves the truth of sir George’s assertion. After the return of the fleet into port, captain Crow was removed into the Portland, and sent to the West Indies, where he died on the 9th of September 1705.

Some people have asserted he was dismissed the service in the year 1702, he then commanding the Dartmouth.

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\* Vol. ii. p. 387.

† The Shrewsbury had her third lieutenant and boatswain, together with thirty-one men killed, and seventy-three wounded.

This opinion is strengthened by a minute inserted against his name in rear-admiral Hardy's list of naval officers. The same error has been continued through several MS. papers and lists of the same description; to what accident this mistake has been owing we cannot pretend to decide. It is sufficient for us to point out that it is one.

DAWES, Philip\*,—was, in 1692, appointed lieutenant of the *Falcon*, of thirty-six guns, one of the squadron sent, under the command of sir Francis Wheeler, to the West Indies; and, on the first of July 1693, was appointed to command the same vessel as successor to his captain, Nathaniel Brown, who died a few days before: but we have some, although not positive, reason to believe his rank, as a captain, was not confirmed till the 13th of September 1695. In the early part of this year he commanded the *Machine* fireship, and was, not long afterwards, promoted to the command of a ship of the line, whose name or station we are not acquainted with: it was, however, put out of commission at the ensuing peace: and no farther mention is made of this gentleman, but that he was dismissed the service, at Jamaica, by the sentence of a court-martial, held there on the 27th of June 1710. His particular offence does not appear: all that is transmitted to us is, that he had been guilty of some misdemeanours and irregularities. At the time of his discharge he commanded the *Crown*.

DESBOROUGH, Charles,—having, in 1693, been appointed first lieutenant of the *Dover*, at that time commanded by captain Cross, behaved with much spirit in an action with a French privateer, taken by that ship off Cape Clear in the month of June. He was, as a very proper reward for that conduct, appointed, on the 7th of July, commander of the ship he had been so instrumental to the capture of. It is most probable he never either

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\* The following short heraldic account of the family of Dawes is principally taken from a copy of the visitation of Staffordshire, by Robert Glover, Somerset herald. "Of this family the first we find mentioned is, Thomas Dawes, of Bedford, temp. Hen. VI. Ed. IV. and Rich. III. He had two sons, first, Thomas Dawes, of the county of Stafford, living temp. Hen. VII. and Hen. VIII. and, second, John Dawes, sheriff of London, 5th of Henry VIII. whose son, Richard, was of Stapleton, in Leicestershire, and was heir to those of that place." attained

attained the command of any powerful ship, or was ever employed in any service where he had an opportunity of distinguishing himself, his name never occurring after this time, even in any line of battle where the names of the several commanders are given. No farther mention is made of him, except that he commanded the Fubbs yacht, at the time of his death, on the 8th of March 1722.

DOVE, Francis,—was, on the 7th of January 1693, made captain of the Pearl prize, a small frigate of eighteen guns, stationed, during the ensuing summer, to protect the fishery off Yarmouth. How long he continued in this vessel is not known, but before the conclusion of the war he was advanced to the command of a ship of the line. Being put out of commission after the peace, which was concluded at Ryswic, he had no other appointment till the year 1699, when he was made captain of the Carlisle. This ship was unfortunately blown up in the Downs, by some unknown accident, on the 19th of September 1700, all the crew then on board unhappily perishing: but captain Dove himself escaped this fatal stroke being on shore at the time. He was, not long after the accession of queen Anne, made captain of the Nassau, of seventy guns, one of the ships sent to Vigo with sir Cloudesley Shovel, whom he also accompanied in the following year to the Mediterranean, on his expedition to the relief of the Cevenois.

In 1704 he still continued commander of the Nassau, and was engaged, under sir George Rooke, both in the attack of Gibraltar and the engagement with the French fleet off Malaga. In the latter encounter he was one of the commanders compelled to quit the line merely for want of shot to continue the action. This being an ostensible breach of duty, a court-martial was ordered to be convened for the trial of captain Dove, and such other brave men as were unfortunately in the same predicament with him. The enquiry ended, as in the conduct of a gallant man it always must, much to his honour. Fully, and in the strictest sense of the word, acquitted of every part of the charge, which appears to have been preferred only for form sake, and for the better preservation of the rules and discipline of the navy, he continued in that service, from which he could never be said to have been suspended,  
and

and was principally, if not wholly employed on the Mediterranean station. We find frequent mention of his name as being in that part of the world, although, from the general poverty of events which attended the naval operations in that part of the world after the memorable engagement just mentioned, we have nothing to relate but the bare circumstance of his having been thus occupied.

Retiring from the line of active service, he was, in 1716, appointed commissioner of the navy, resident at Plymouth, an office he continued to enjoy till his death, which happened on the 12th February 1726.

FOGG, Christopher,—was, on the 24th of January 1693, appointed to command the Mariana Prize, a vessel employed only to attend the muster-master of the fleet. Captain Fogg is, indeed, said to have taken rank, as a naval commander, from the 8th of September 1692; but if so, we have been totally unable to find out what particular ship he commanded. We hear nothing of him after this time till the year 1695, when we find him captain of the Oxford, and employed in convoying the trade bound from Newfoundland to Spain. He was, almost immediately afterwards, promoted to the Northumberland, of seventy guns, one of the ships belonging to the main fleet. After the peace at Ryswic he was, for a considerable time, out of commission: but on its being deemed necessary, in 1701, to send a stout squadron to the West Indies, under the command of vice-admiral Benbow, captain Fogg was appointed to command the Bredah, on board which ship the commander-in-chief hoisted his flag. The several previous events which led to, and took place during the engagement with the French chef d'escadre, Du Casse, having been already given at length in the life of Mr. Benbow\*, it is needless to enter a second time into any detail even of such part of the encounter as Mr. Fogg was more materially connected with.

On reviewing that account it will appear very evident that the captain behaved with the utmost coolness and true spirit during that long encounter, which was rendered partially desperate by the infamous desertion of those commanders whose adherence, in any degree to their duty,

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\* Vol. II. p. 233, et seq.

would

would have rendered victory certain and decisive. The captain did not, however, wholly escape censure, although he appears to have been little deserving of it, except on the ground that *no consideration whatever ought to influence the mind of a private commander, even for a single moment, to sever from that strict line of duty which alone can render him respectable, both in the eyes of his fellow-countrymen and all the rest of the world.* From the conduct of many of the commanders engaged in that business little co-operation of any kind, except in flight, could be expected from them. They were hardy enough to deliver their sentiments openly against continuing the engagement, in something like a council of war, called by the admiral on the occasion: and those who continued true to their trust, of which number captain Fogg was one, were fearful lest should they not appear to coincide with the delinquents in opinion, these might not be content with acting timidly only, but, converting their cowardice into treason, decidedly join that enemy whom they hitherto had only hesitated to oppose.

It was, however, thought necessary, by vice-admiral Benbow, who, while he extremely loved and valued his captain, was also highly jealous of his country's honour, that his conduct in formally signing a paper in which he declared against a continuance of the encounter, should undergo the enquiry and legal investigation of a court-martial. The admiral himself bore the most honourable testimony to his great courage and gallantry; and the plea, as above stated, used by him in justification of this alleged breach of duty, were together held so exculpatory that, although he was sentenced to be suspended from the service, it was, as a kind of palliative to this decision, added, that such suspension should not take place till prince George, then lord high admiral, should have made known his pleasure as to its being carried into execution. We have every reason to believe this punishment which, although among the slightest in the whole code, must be a grievous mortification to a brave and honourable man, was wholly remitted. No farther mention is made of captain Fogg, except that he died commander of the *Rupert* on the 24th of November 1708.

HAMILTON,

**HAMILTON**, Lord Archibald,—was the seventh and youngest son of William and Anne, duke and duchess of Hamilton. Having entered very early in life into the navy, and passed through those necessary subordinate stations which it is necessary all men, however high their rank, should progressively fill before they attain a command, he was, in the beginning of the year 1693, appointed first lieutenant of the *Duke*, the ship on board which rear-admiral Mitchell had hoisted his flag. He was from thence promoted, on the 17th of September following, to be commander of the *Sheerness*. In this vessel he had little or no opportunity of distinguishing himself; but in the latter end of the following year, being promoted to the *Litchfield*, as no man met with greater opportunities of distinguishing himself in the *petite guerre*, so did no one ever exert himself more to improve them. He was not, however, exempt from encountering those occasional strokes of misfortune which have chequered the lives of the bravest, and most successful commanders. The most material of these befel him in the month of August 1695, he having, at different times between the 17th and 21st, chased four large privateers; all of which, through the intervention of some unforeseen and irremediable accident, escaped him\*.

In the month of January following, fortune made him some amends, he having captured a very large privateer belonging to St. Maloe's, called the *Tyger*, mounting twenty-four guns, and several other prizes of inferior note. In the month of April, being ordered to cruise off the coast of France, he fell in with a fleet of sixty merchant ships off Cherbourg. He captured five of them, and drove several others on shore. We find nothing material relative to him between this time and the peace at Ryswic; after which, his ship being put out of commission, he does not appear to have been appointed to any other till after the accession of queen Anne, when he was made captain of the *Boyne*, of eighty guns, one of the

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\* One by the wind suddenly flattening to a calm, another by altering her course in the night during a thick squall, a third by an accidental change of the wind, and a fourth by the *Litchfield's* losing her main-top-mast when she had nearly got alongside of the enemy.

ships

ships sent, under sir George Rooke, on the expedition against Cadiz. Nothing material occurs during the time he held this command.

On the return of the fleet to England he was removed into the *Eagle*, of seventy guns, and accompanied sir C. Shovel to the Mediterranean in the following year, where, of the little that was done by that fleet, his lordship was among those who held the most conspicuous share \*. In the year 1704, sailing again for the Mediterranean under sir George Rooke†, he bore a very distinguished part both in the assault of Gibraltar, and the memorable battle off Malaga. His great expenditure of shot on the former occasion, compelled him to quit the line towards the end of the latter action, merely for want of the means of any longer annoying the enemy. Sir George Rooke, in his private journal‡, mentions the *Eagle* as one of the ships which sustained the heaviest part of the action till two hours before night, when it was obliged to be towed off. In this desperate conflict the *Eagle* had sixty-five men killed and wounded. But though sir George was, as we have already noticed, very ready to pay every possible private tribute to his lordship's gallantry, and he also was perfectly well convinced of the necessity of the measure, the rule of the service rendered it indispensibly necessary that his conduct, as well as that of the rest of the commanders who were, we can hardly say unhappily, in the same predicament, should undergo the regular investigation of a court-martial. It is almost needless to add, they were most honourably acquitted. Lord Archibald continued in constant service; but owing to the poverty of events which followed through the war, after the defeat of the count De Thoulouse, without having it ever in his power to distinguish himself in the manner his former conduct gave

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\* "It being resolved to put into Altea, the *Eagle*, commanded by Lord Archibald Hamilton, and the *Hampton Court*, were sent before; but the governor fired upon them with two guns planted on a tower, which, however, were soon silenced, and dismounted, by the shots from those two ships."—Ann. of Q. Anne, Vol. II.

† The Archduke Charles, who was convoyed by that fleet to Lisbon, presented his lordship with his picture elegantly set with diamonds, and a purse of one hundred guineas.

‡ See Vol. I. p. 425.

the world every reason to be certain he would, when the opportunity was not wanting.

The only circumstance worth relating is, that in the year 1707 he was left commander-in-chief at Spithead and Portsmouth, by sir John Leake, who had struck his flag for a short time. In Aug. 8, 1710, he retired altogether from the naval service, being appointed governor of Jamaica. Returning in 1714 to England, he appeared no more in public life till the year 1729, when he was appointed one of the commissioners for executing the office of lord high admiral. This he continued to hold till the 13th of March 1738; after which time he had no appointment of any kind till the 25th of March 1746, when he was made governor of Greenwich-hospital, as successor to the unfortunate sir John Bakchen. In this very honourable station he died, on the 5th of April 1754.

He married lady Jane Hamilton, daughter of James, earl of Abercorn. By her he had three sons, two of whom survived him; and a daughter, named Elizabeth, married to Francis, lord Brooke, afterwards earl of Warwick.

HARDY, Sir Thomas,—was a native of the island of Guernsey. His first entrance into the navy was under the patronage of admiral Churchill, to whom he is said to have been clerk, and who afterwards procured him to be appointed a lieutenant. We can find no other particulars relative to this gentleman prior to his being promoted, on the 6th of January 1693, to be commander of the Charles fireship. He did not long remain captain of this vessel, being, in the month of May following, removed into the Swallow Prize, a small frigate of eighteen guns, stationed to protect the trade of Guernsey from the depredations of the French privateers.

The early part of this gentleman's life is singularly barren of incident. We find not the smallest mention made of him, notwithstanding we are well persuaded he attained to the command of a ship of the line very soon after his entrance into the service, and never appears to have been unemployed. The only occupation we have any certain proof of his being engaged in, during the reign of king William, is, that when captain of the Pendennis, of forty-eight

guns, in the month of October 1696, he was employed to convoy the mast ships from Norway. Soon after the accession of queen Anne we find him captain of the *Pembroke*, of sixty guns. After the failure of the expedition against Cadiz, whither he had accompanied sir George Rooke, he happily became among the first causes of that very important conquest \* immediately after-

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\* Mr. Leake, the editor of the life of sir John Leake, has taken rather extraordinary pains to depreciate the character of this gentleman. He is pleased to represent him as "so ignorant of sea affairs that he did not know one rope from another." After sinking every thing relative to the important service captain Hardy afforded on this occasion, and which was rendered still more worthy of popular and public applause by the several circumstances which attended it, Mr. Leake adds very invidiously, "having the good fortune to be sent to England with the news of the success of sir George Rooke at Vigo, he was knighted and received a reward of one thousand pounds, without having signalised himself by any action."—Leake's Life, page 296.

What documents Mr. Leake might be in possession of, that could induce him to treat the character of sir Thomas so harshly, we know not, but we think it a barren act of justice to his memory to observe, the highest opinion was universally entertained of his conduct on this occasion, and the applause bestowed on him was not exceeded by those public honours, munificently and most deservedly bestowed on such commanders, as afterwards had the greatest opportunity of acquiring fame in the enterprise itself.

Other historians have borne the most honourable testimony to his merit, which, in justice to that, as well as to their candour, we shall give in their own words. "He, (captain Hardy) was put upon so difficult a piece of work, that had he not been a very experienced sea-officer, and eminently zealous for her majesty's service, he had never compassed it, for not to mention that the fleet had made many various courses, by reason of the variableness of the weather, of which he must have a journal in his head, the head of his ship was loose which endangered his masts, his ship very leaky, and himself and all his men were reduced to two biscuits a day; however, notwithstanding all these difficulties, and the pressing instances of his men to bear away for England, she cruised till the 6th. of October, when he found the fleet, and acquainted sir George Rooke with his news."

The following concise and truly honourable account of his services was given in the *Gazette*, No. 3858, with the notification of his having received the honour of knighthood.

"St. James's, October 31, 1702.

"Her majesty has been pleased to confer the honour of knighthood upon Thomas Hardy, Esq; captain of her majesty's ship *Pembroke*, in consideration of his good service, in gaining and giving to admiral Rooke

afterwards effected at Vigo. Sir George Rooke himself was so highly pleased with his conduct on this occasion, that he chose him to be the messenger of that success which his active conduct had most eminently tended to produce.

He received, in consequence, the rewards mentioned by Mr. Leake, and justly; he was also promoted to the Bedford, a third rate of seventy guns. In this ship he accompanied sir Cloudesley Shovel to the Mediterranean in the following year, and appears to have been highly entrusted by that great commander. While the fleet was on its passage to the Mediterranean, sir Thomas was detached with the Bedford, (his own ship) the Montague, Pembroke, and Lizard, to Lagos, in order to procure intelligence, but unhappily without success. The Portuguese, either being ignorant of the motions of the French, or willfully refusing to communicate what knowledge they did possess, though the governor is said to have received positive

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Rooke the intelligence, which was the occasion of our great success at Vigo."

The reader will be naturally led to enquire in what manner sir Thomas became possessed of this intelligence, which he procured in the following manner.—His chaplain, a Mr. Beauvoir, a native of Jersey, happening to go on shore at Lagos, where the Eagle, Pembroke, Sterling Castle, and some transports had put in to water, fell, by accident, into company with the French consul, who incautiously boasted of the arrival of the Spanish galleons, under convoy of Monsieur Chateau Renaud, but without mentioning at what port. Fortune still continuing in a favourable mood—a day or two after this, a messenger arrived from Lisbon, with dispatches from the Imperial minister for the prince of Hesse, who was supposed to be still on board the fleet. By him the intelligence was confirmed, with the addition that Vigo was the place where the fleet in question, consisting of thirty ships of war and twenty-two galleons, had put in for security. The chaplain with much adroitness contrived to decoy the messenger to go on board the Pembroke, although he knew the prince of Hesse, whom he was in search of, had proceeded to Lisbon, in order that captain Hardy might be the better satisfied of the truth of the information, and take his measures accordingly. The chaplain the instant he got on board, although it was then the middle of the night, went to the captain and informed him what he had learnt. This being confirmed in the morning by the oral testimony of the messenger, captain Hardy communicated the whole to captain Wisbart, the senior officer of the detachment. The happy and glorious result is well known.

orders from the king, to give sir Cloudesley all the information in his power\*. He met with no very memorable occurrence during the continuance of the fleet in the Mediterranean, or on its passage thither. The only circumstance which occurs, beyond the ordinary routine of duty and service is, that he had the good fortune to capture a valuable ship from St. Domingo, laden with sugar. When the fleet was about to return to England, it being then the latter end of October, sir Thomas was detached with the Bedford, Somerset, and Lizard, to Tangier, where, having executed his instructions, which were only to carry thither some papers relative to the treaty at that time negotiating with the emperor of Morocco; he returned to England, and anchored in Plymouth sound on the 12th of November, a few days before the arrival of sir Cloudesley with the remainder of the fleet.

He continued in the same ship during the following year, and accompanied sir George Rooke on the ever memorable expedition to the Mediterranean, his ship being one of the division under the command of rear-admiral Dilkes. Sir George Rooke, who sailed, with a part of the fleet only, in the month of January, having refitted his ships, sailed from the Tagus, on a cruise, the beginning of March. Rear-admiral Dilkes's division formed a part of his force; and advice being received, by a Dutch privateer, that three Spanish ships were seen to the southward the night before, the rear-admiral was ordered to proceed in search of them, with the Kent, Bedford, and three other ships of the line. On the 12th they got sight of the enemy, who were all captured after some resistance: but sir Thomas does not appear to have been personally engaged in this encounter, as there is great reason to suppose the enemy had surrendered before either himself or Mr. Dilkes could get up. He also was not concerned in the attack of Gibraltar, but was eminently so at the battle

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\* Sir Thomas however is said, both by Mr. Secretary Burchet, and Mr. Leake, to have procured intelligence, "that twenty-two great ships had passed by Faro, from West France, into the Streights; and that the consul there was informed, they had above forty ships of war at Toulon."—Leake's Life, page 65.

off Malaga, which presently succeeded it, having had seventy-four men killed and wounded.

During the succeeding year no particular mention is made of him; but we believe him to have returned to the Mediterranean, in the Bedford, under the command of sir Thomas Dilkes, who was dispatched, in the month of February, with a reinforcement of five ships of the line for the squadron on that station, then under the command of sir John Leake. He was removed into the Kent at the end of the year, and returned to England with sir C. Shovel. In the early part of the year 1706, he was appointed to serve under sir Stafford Fairborne, whom he attended in his expedition to the river Charente, and afterwards in that more successful one against Ostend\*. At the latter end of the year he was appointed to command, with the rank of commodore only, a small squadron ordered to cruise in Soundings, as well for the protection of trade as in the hope of intercepting some of the enemy's cruising frigates and privateers, which had for some time past done considerable mischief. He met with but small success while employed in this service. The most consequential, and, indeed, only instance we find related of it is, his having, in about ten days after he sailed, captured a French letter of marque, mounting twenty guns, which proved not only a very valuable prize to himself, and those under him, but was of considerable advantage to the nation, as it was a remarkable fast sailer, and had done considerable injury to the British commerce, having taken two prizes but a very few days before.

The rest of the operations of this squadron were confined merely to the duties of keeping out as much on his station as the weather, his stock of water and provisions would permit, and in occasionally convoying to England such fleets as had put into Ireland, afraid to enter the British Channel without a considerable escort. He continued uninterruptedly occupied in this kind of service till the beginning of the month of July, when he was ordered to escort, to a certain latitude, and under given restrictions, the outward-bound Lisbon fleet. His conduct, in the execution of these orders, excited against him much

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\* See the life of sir Stafford, vol. ii. p. 150, et seq.

popular clamour \*, which did not, in the smallest degree, affect his reputation. The fire of truth purged away the calumny

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\* We cannot, perhaps, give a better and more impartial account of this transaction, than by laying before the reader sir Thomas Hardy's case, presented to the house of lords for them to decide upon, together with an abstract of the proceedings of the court-martial held on the occasion, and its decision.

"That naval commander (sir Thomas Hardy) received an order from his royal highness, the lord high admiral, dated the 2d of July 1707, directing him to convoy, with several men of war, all the outward-bound trade that were ready to sail, and see them safe about one hundred and twenty leagues beyond the Land's End. He was then to detach with them some men of war, under the command of captain Kirktown; and he himself, with the rest of the ships under his command, to cruise in such station or stations as should be thought, upon advising with the several captains with him, the most proper for meeting with and protecting the homeward bound Lisbon trade. This order farther directed, that in case sir Thomas Hardy should, in his passage from Spithead into the Soundings, get sight of the Squadron of French ships, which had been lately seen off the Lizard, he was forthwith to detach captain Kirktown from him on his voyage to Lisbon, as before-directed; and he, with the rest of the ships under his command, to give chase to, and use his utmost endeavours to come up with, and take, and destroy the said ships of the enemy; but if he found that he could not come up with them, he was to cruise in the Soundings as before directed.

"Sir Thomas Hardy, pursuant to this order, sailed with the squadron under his command, and the outward-bound merchant-men; but being several times forced back by contrary winds, it was the 27th of August 1707, before they got 93 leagues from the Lizard. About half an hour past two that afternoon captain Kirktown, in the *Defiance*, that was in the rear of the fleet, made the signal of seeing six sail; which being also seen about three, right astern from the mast-head of the *Kent*, sir Thomas Hardy brought-to for the rear, that were a great way off, and spread very much, to come up with the body of the fleet, consisting in all of about two hundred sail.

"Between three and four o'clock, sir Thomas Hardy perceiving that the six sail came up with him apace, notwithstanding it was little wind, and thereby judging they might be seekers, made the signal for the ships that were to continue with him to chase to windward, and also chased himself with them, both to prevent these six sail from taking some of the heavy sailors, and to try to come up with them in case they were enemies.

"About five the six sail were seen from the *Kent's* deck, making all the sail they could, before the wind, after the fleet: soon after, they shortened sail, and brought-to to speak with one another: whereupon sir Thomas Hardy, believing them to be the French Squadron mentioned in his orders, made the signal for the Lisbon fleet to part,

whilst

calumny and dross, leaving the genuine character, like pure metal, unalloyed, valuable, and perfect.

Sir

whilst he with his own squadron continued to chase, to windward, the enemy, who had formed themselves into a line of battle.

"About six, the six sail bore away and stood to the eastward from him. He with his squadron made after them, and continued the chase till near seven o'clock; but then considering that it was almost night, that the six sail were then hawled to, and almost in the wind's eye, he saw no probability of coming up with, or keeping sight of them, it being little wind; and therefore made the signal for the captains with him to come on board, that he might advise with them, according to the order before-mentioned.

"The result of this consultation, which was signed by fourteen captains, was, that sir Thomas Hardy should leave off chase, and left the enemy (supposed to be Du Guais's squadron, of whose strength he was informed by a letter from the admiralty, dated the 8th of July 1707) should pass by him in the night, and fall upon the trade, which could not be protected by the convoys directed to be left with them; all the captains unanimously agreed, that it was for her majesty's service to bear away, and keep company with the Lisbon fleet till they got 120 leagues, at least, from the Lands End, according to his royal highness's orders.

"Sir Thomas Hardy complied with their advice, and saw all the fleet safe as far as he was directed: but upon the complaint of some merchants, surmizing that sir Thomas Hardy had not chased the six sail, a court-martial was ordered to examine his conduct therein. The court having examined him, and taken the depositions upon oath of captain Rosbey, of the Northumberland; captain Strickland, of the Nassau; captain Walton of the Canterbury; Edmond Hook, first lieutenant of the Kent; William Efford, master of the Kent; George Hill, master of the Nassau; John Parrot, master of the Canterbury; and Stephen Self, first mate of the Kent, gave the following sentence:

"At a court-martial held on board her majesty's ship Albemarle, on Friday the 10th day of October 1707, in Portsmouth harbour,

Present,

Sir JOHN LEAKE, Knt.

Vice-admiral of the white squadron of her majesty's fleet, &c. President,

Captains

{ Walker,  
Lumley,  
Martin,  
Meads,  
Gore,  
Steward,  
Paul,

All duely sworn pursuant to a late act of parliament, &c.

"Inquiry was made by the court into the proceedings and conduct of sir Thomas Hardy, captain of her majesty's ship the Kent, and commander of a squadron of her majesty's ships appointed to cruise

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Sir Thomas, completely and honourably acquitted of this,

in the soundings, with relation to the six ships they saw on the 27th day of August last, about 93 leagues south-west from the Lizard, supposed to be a squadron of the enemy's ships under the command of Du Guai Trouin, it being laid to his charge that he did omit and forbear to chase the said ships of the enemy, notwithstanding that, by his royal highness the lord high admiral's orders of the 2d of July last, he is required, on sight of any ships of the enemy, to detach captain Kirktown, with the store-ships, victuallers, &c. bound for Lisbon, but with the rest of the ships under his command to give chase to, and use his utmost endeavours to come up with, and to take and destroy the enemy.

"The court having strictly examined into the matter, it appeared by evidence, upon oath, of the officers and others of several of the ships then in company of sir T. Hardy, that soon after their seeing the ships aforesaid, he did make the signal for the ships that were to continue with him to chase, and then the signal for captain Kirktown, and the trade with him, to pursue their voyage; and that he with his squadron continued to chase till near seven in the evening; at which time, finding that they did not gain any thing upon them, the said ships being then about nine miles distant from him in the wind's eye, and night coming on, he called a consultation of the captains, where it was agreed to be most for the service to proceed in company of captain Kirktown, and the trade with him, 120 leagues, as his instructions direct, rather than continue an uncertain chase, which might give the enemy an opportunity of getting by, and falling in with the trade after separation. The court having fully considered his whole proceedings therein, are of opinion that sir Thomas Hardy hath complied with his royal highness, the lord high admiral's orders, both with regard to chasing the enemy as also protecting the trade; and, accordingly, the court doth acquit the said sir Thomas Hardy from the charge laid against him.

Signed

J. LEAKE,  
HOVENDEN WALKER,  
HENRY LUMLEY,  
STEPHEN MARTIN,  
T. MEADS,  
HENRY GORE,  
CHARLES STEWART,  
J. PAUL.

"This sentence was transmitted to his royal highness, with the depositions upon oath of the several witnesses. And some time after these papers were sent for, and read before her majesty in council; but though it then appeared that sir Thomas Hardy was fairly acquitted by the court-martial, yet the proceedings of that court were, on the 15th day of November 1737, read before his royal highness, the lord high admiral, and the following flag officers, admiral Churchill, sir Stafford Fairbourn, sir John Leake, sir George Byng, sir John Norris, sir James Wifhart, who all approved the sentence of the court-martial, and gave their opinions under their hands.

" All

this charge, continued to command the Kent till the

"All this not satisfying some gentlemen of the city, the papers relating to sir Thomas Hardy's trial were laid before the house of commons; but when they were read before the committee, those very gentlemen who had called for them, finding sir Thomas Hardy so clearly justified therein, would not pursue the business as they had designed.

"Afterwards, upon a complaint, to the house of lords, made by the master of a Canary ship, that sir T. Hardy had refused to convoy him from Plymouth to Portsmouth, their lordships ordered sir Thomas to attend the house, which directed him to attend the committee. The latter took occasion to examine likewise the papers relating to his trial: and after they had read them on the 9th of February 1707-8, sir Thomas Hardy, with two merchants and the master of the Canary ship were called in before their lordships. Sir Thomas having shewed his orders to warrant his refusal of convoy, he was ordered to withdraw; and soon after captain Philips, deputy-usher of the black rod, came out to sir Thomas, and told him that their lordships found he had fully justified himself, and done his duty in every respect, and therefore that he was discharged from any farther attendance upon that committee."

The editor of sir John Leake's life, who certainly is rather biased in sir Thomas Hardy's disfavour, has, nevertheless, candour enough to make the following remark on this occasion.

"It naturally occurs upon this trial to observe, how vexatious and troublesome the merchants have frequently been, and may be to the officers of the navy; for when their ends of gain are not fully answered, then follow heavy complaints, and, right or wrong, some person must suffer to appease them. If the admiralty cause the strictest inquiry, and it does not suit them, then to be sure they favour their own officers: if a court-martial acquits, they are censured as favouring one another: lastly, if they are disappointed in what they would have, *if no person can be convicted LEGALLY, they fly to parliament, to be at least as vexatious as possible*; and, after making a great bustle, it all comes to nothing, which has been the case of *most of our merchants' complaints against the officers of the navy*, the fault being generally found to be in themselves or the masters they employ. This is a bad return to those brave officers, who freely expose their lives in time of war, for an uncertain reward, that these traders may in the mean time enjoy wealth and peace at home."

Campbell, who has given the above case almost verbatim, as his account of the foregoing affair concludes very properly.

"There never was, perhaps, a more just sentence than this, or pronounced upon fuller evidence, and yet sir Thomas Hardy had his conduct canvassed afterwards in every place where it was possible to call it in question, which in spite of all the prejudices that prevailed at that time, turned very much to his advantage, for he not only escaped all censure, but continued to be employed, and acquired greater honour from

the month of January 1707-8\*, when he was appointed first captain to sir John Leake, who was just before invested with the chief command of the fleet bound to the Mediterranean. Mr. Leake, the editor of sir John's life, uses much argument in endeavouring to convince the world, that this appointment was not the effect of that admiral's free unbiassed choice; but we have little reason to think it otherwise, even from the author's own shewing.

In the first instance, he gives us in the memoirs alluded to, two years before this time, an extract from a confidential letter, written by sir Thomas† to sir John Leake, then at Lisbon, wherein he expresses himself in terms too affectionate and familiar to exist, except between men most truly, and cordially attached to each other.

Sir John had just before acted as president of the court-martial which, in the most unqualified and honourable manner, acquitted sir Thomas of the offence laid to his charge: and had the latter not been certain his conduct, both as a brave commander and an able seaman, had stood the most critical test; had he not well known that, in the scrutiny alluded to, it was impossible for the discerning eye of so able a man as sir J. Leake, to discover the smallest impropriety in his conduct, he never would have been weak enough to solicit so high and responsible a trust under the man, of all others in the world, most capable of representing to those, who are supposed to have recommended him on this occasion, the impropriety of their patronage. Sir John himself, had he not on his part been perfectly well

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from the clearing up this charge, than he could have done by barely conveying the fleet if no such accident had happened."

Thus we see the conduct of mercantile people, aided by their constant and worthy coadjutors the mob, hath in all times raised them up as the scourge of honest bravery, and vilifiers of those who have gallantly defended them, and their property.

\* He went out for a short cruise under the command of commodore Evans, in the *Bliford*; and, with the *Dover*, captain Mathews, captured a French frigate, of twenty-six guns, which appears to have been the only remarkable circumstance which occurred during the time the squadron was out.

† See his life, page 214; his words are these, "they are hurrying what they can, to get sir George Byng to come to your relief; but he actually got a grant to go out in the *Royal Anne*, else I believe he had come with these ships."

satisfied.

satisfied both of the propriety of his conduct on the former occasion, and his ability to undertake the trust he is *said to have solicited* on the present, would, certainly, in that fair, open, and manly stile, which ever marked his conduct, have remonstrated against the injury of obtruding upon him for so high station, so intimately connected with his own, a person of whom he entertained an ill opinion, and who, of course, could not be entitled to his confidence.

As to captain Stephen Martin, to whom, according to Mr. Leake, sir Thomas was *injuriously* preferred, though no man possessed an higher character, which he always maintained; yet, at the time alluded to, he was, according to the custom of the service, a much less likely person to be appointed to so high a station, in rank equal to a rear-admiral, than sir Thomas. The date of the latter gentleman's first commission, as a captain in the navy, we have already given. Captain Martin did not attain the same rank till the month of March 1702, upwards of nine years after him; so that the compliment paid to captain Martin, for *submitting* to serve under sir Thomas, is too far strained, to do that gentleman, whom it is intended to honour, any credit.

The most probable state of the case is, that sir John Leake, being well acquainted with sir Thomas's sufficient abilities to undertake so high a trust, either actually did make choice of him on this occasion, or, at worst, most cordially acquiesced in the recommendation said to have been exerted in his favour. The event fully establishes the truth of this supposition, the most cordial confidence appearing to have always subsisted between them; a confidence that could not have arisen, had their mutual friendship been cooled, in the smallest degree, by the intervention of a compulsive connexion, or a private preference given to any other person as fitter to hold the station alluded to.

Sir Thomas did not officially take upon him the duties of his station till the fleet arrived at Lisbon. The circumstances which prevented him were such as, in our opinion, reflect on him the highest honour, notwithstanding Mr. Leake expresses himself of a very different opinion. Having, as may naturally be supposed, much private business to arrange and settle, previous to his undertaking

dertaking a distant voyage, it was agreed between sir J. Leake and himself, that he should join him from Plymouth. Sir Thomas having concluded his private concerns, was on his way thither, when he received information that sir John, and the fleet, had proceeded down Channel the day before. In this dilemma he prudently and instantly determined to remedy his former delay as much as possible. The Burford was then laying in the Sound under orders to join sir John; and sir Thomas going on board sailed immediately for Lisbon, to which port he supposed sir John had proceeded. He arrived there several days before the admiral, and on their junction, first found, to his utter astonishment, his former information false.

The fleet having taken on board, at Lisbon, such necessaries as were immediately needed, it was resolved, in a council of war, to proceed without delay for Vado, in order to convoy from thence a large body of cavalry destined for the service of the ensuing campaign in Catalonia. Sir John, soon after his arrival, dispatched sir Thomas to wait on the consort of the arch-duke Charles, at that time contending for the crown of Spain, to learn her pleasure relative to the embarkation of herself and suite, which it was resolved should be convoyed to Spain by the British fleet. He returned from his embassy on the 9th of June, with her majesty's resolution to embark, in ten or twelve days, just without the city of Genoa, which she determined not to enter, because the republic had refused to acknowledge her as queen of Spain.

Sir Thomas was appointed to receive her majesty; and sir John having, on this occasion, removed his flag from the Albemarle to the Cornwall, ordered him to take under his command the Albemarle, with four other ships of the line, and a yacht for that purpose. The queen having embarked on the 2d of July, the admiral re-hoisted his flag on board the Albemarle, and soon afterwards sailed for Barcelona, where sir Thomas had the honour of receiving a valuable diamond ring as a present from her majesty, the then queen of Spain, in testimony of her high esteem and approbation of the care, attention, and respect he had shewn her during her short voyage. Nothing material occurs relative to sir Thomas during his  
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continuance in the Mediterranean with the major part of the fleet, with which he returned to England in the month of October.

We find no mention made of sir Thomas after this time till the beginning of January 1710-11, when he was promoted to be rear-admiral of the blue. We have no other way of accounting for this non-employment, which we believe to have been the case, but from sir John Leake's having himself been in the same predicament. Mr. Leake's account confirms us in the propriety of this suggestion, for he quaintly, and seemingly forgetful of his severe animadversion on sir Thomas's former appointment, says, that "when that admiral (sir John Leake) was on the 26th of January 1710-11, nominated admiral-in-chief of her majesty's fleet for the third time, he made *choice* of his brother-in-law, captain Step. Martin, to be his first captain in the room of sir Thomas Hardy, who had lately been made rear-admiral of the blue."

The first command sir Thomas was invested with, after his promotion, was of a squadron of four small ships of the line, and as many frigates, destined for the blockade of Dunkirk. Having hoisted his flag on board the Canterbury, of sixty guns, he arrived off the above port on the 21st of May, and immediately ordering three of his light ships into Flemish road, they drove into the harbour two privateers of twenty guns each, and a dogger of eight, which, with some difficulty, effected their escape, covered by a very heavy fire, which the enemy opened from the pier heads, on their pursuers. There were at this time four ships of sixty guns each, and two frigates, laying in the harbour dismantled, besides a small squadron which sir Thomas soon after received information was fitting for sea. To intercept this, as well as a convoy that was daily expected from Bretagne, now became his principal objects. Both, however, escaped his vigilance; not from any want of activity or diligence in himself, but from a strong southerly and south-west wind, which obliged him to quit his station and put into Yarmouth roads. Here he was laying on the 8th of August, when he received orders to convoy the outward-bound Russia fleet to the northward, as far as the Orkneys, and then return with the utmost expedition into the Downs, advice being

being received at home that the French naval partizani, De Saus, was ready to put to sea from Dunkirk, with one two-decked ship and three frigates. Sir Thomas having executed the first part of his orders, by convoying the Russia fleet as far as the Shetland islands, and then making a detachment sufficient to protect them to their destined port, returned with the remainder to the Downs, from whence he was immediately afterwards ordered to sail to the westward, in search of Du Casse. Here he was again as unsuccessful as he had been when employed before Dunkirk, the enemy escaping; and the small squadron, commanded by De Saus, taking the opportunity of his absence, slipped out and fell in with the Virginia fleet, capturing sixteen out of twenty-two ships, which composed it.

No part, however, of this misfortune was imputed either to the misconduct or negligence of sir Thomas\*, who put into Plymouth, with his squadron, for the winter, on the 23d of October. In the following year he was continued in the same command, and sailed from Plymouth on the 8th of January, with a squadron of six ships. He at first met with nothing either very memorable or successful, his good fortune being confined to the capture of three or four inconsiderable prizes in the month of February. The most remarkable event which marked this cruise was the second escape both of Du Casse and Trouin, whose squadrons he was principally stationed to intercept, but which were happy enough to elude his utmost vigilance; nevertheless, it is but justice to him, to declare he used every effort that ability and activity could possibly suggest; and, as Campbell very fairly observes, continued to act effectually, and take all the care in his power to distress the enemy in their naval concerns, till his diligence in this respect was superceded by the conclusion of the peace.

The month of August produced a scene somewhat more consequential: he fell in with six ships and a Tartan, to which he immediately gave chase. The largest of these hoisted a broad white pendant, and threw out a signal for

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\* It is said to have been at first intended, that the expedition sent this year against Quebec, under sir Hovenden Walker, should, in his stead, have been commanded by sir Thomas Hardy,

the

the rest to form a line, on the supposition, as they afterwards confessed, that their pursuers were four flushing privateers, and two prizes. On a nearer approach, finding their mistake, they hawled close to the wind, and crowded all the sail they could, hoping to escape. Their utmost efforts to effect this purpose were in vain, for about five o'clock sir Thomas was close up with the commanding ship, called the Griffin, a vessel of forty-four guns. She had been in the king's service, but was at the present time lent, by him, to the merchants, and was bound to Vera Cruz with a very valuable cargo of bale goods. The chevalier D'Aire, a knight of the order of St. Louis, her commander, immediately brought to, and sent his boat, with the first lieutenant and other officers, on board the flag, to inform sir Thomas, that, before he sailed from Brest, he had received an account from Paris, purporting, that in a few days the queen of England's pass would be sent him; but that the wind becoming suddenly fair, he was advised not to lose so good an opportunity of proceeding well on his voyage, to wait for what could only, in the situation of affairs at that time, be considered as a mere matter of form.

Sir Thomas, however, with much justice, told the French officer, that as the Griffin had no pass, he certainly should consider her as a legal prize, and accordingly sent his first lieutenant to take possession; he himself, with the rest of his Squadron, continuing the chase. This he did with such success, that out of the remainder, three were captured, and one blown up just as her commander had given orders to strike. One of the ships captured producing the queen's pass, was immediately released. The remainder were brought into port; but such was the complaisance of the British ministers of that time, that sir Thomas, and the captors, after a long and expensive suit to obtain the condemnation of the vessels just mentioned, were obliged to compromise the matter by accepting, in lieu of their just prizes, a sum of money far inferior to their value. An ill compensation to those brave men who had taken them; and an act of ridiculous tenderness to an enemy who had, putting the want of the pass totally out of the question, sufficiently shewn by their conduct in shortning sail and drawing into a line, that, although to  
a superior

a superior force they were ready to plead an ignorance of hostilities, yet they were at the same time perfectly ready to act offensively against those whom they thought themselves able to cope with.

The peace at Ryswic taking place immediately after the foregoing event, sir Thomas struck his flag and had no other appointment during the reign of queen Anne. At the accession of George the First he still continued rear-admiral of the blue, and was in so high an estimation, both for political integrity and professional ability, that, at that dangerous and critical time when none but men, whose principles and general conduct were thoroughly understood, and placed far beyond the reach of suspicion or envious malice, could expect to be singled out for a command, this gentleman, who has been so much aspersed by Mr. Leake, was invested with that at Plymouth, in order to forward the equipment of a squadron, lest France, or any other foreign power, should attempt some thing in favour of the pretender.

In the year 1715, it was judged necessary to send a powerful fleet into the Baltic, under the command of sir John Norris\*: sir Thomas was appointed at the same time his second in command. The events of this expedition were totally uninteresting; but such as they were they will be found related in the life of the commander-in-chief. No mention whatever is made of sir Thomas, who is said, in a variety of MS. minutes relative to the transactions of the navy, to have been, in the following year, *dismissed the service*. If the above information is really true, we profess ourselves totally at a loss to account for this treatment. His former conduct never appeared to have deserved it; and his continuance in service under the new sovereign sufficiently prove him to have been thought not to have merited it, even by those who were most likely to have examined the former conduct of those they employed with a suspicious and wary eye. During the last expedition in which he appears to have been employed, there is not the smallest trait of any part of his behaviour that could, in any degree, render warrantable so harsh and violent a measure: nevertheless, from the mul-

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\* See his life, vol. ii. p. 349.

tiplicity of concurrent testimonies, we believe it to have been adopted. From the same kind of information as that on which we formed our foregoing opinion, we likewise learn that he was afterwards restored to his rank, and promoted to be vice-admiral of the red, most probably by the same capricious party that deprived him on the former occasion. He does not, however, appear to have ever been, after this time, called into active service, but to have died, in retirement, in the month of August 1732.

We have only to observe shortly on the life of this gentleman, that few men appear to have served more reputably, to have waited for promotion with less impatience, or to have been longer before he received it.

**HILLSLEY**, Francis,—was, on the 3d of January 1693, made captain of the Phoenix fireship. He was very soon afterwards removed into the Owner's Love, also a fireship; in which vessel he died on the 2d of May following.

**HOCKADAY**, William,—from being, in 1693, third lieutenant of the Britannia, on board which ship the joint admirals-in-chief, Killegrew, Delaval, and Shovel hoisted their flag, was promoted, on the 20th of September, to be commander of the Vulcan fireship. No other mention is, on any occasion, made of him, except that we have seen a MS. note relative to his death, which is said to have happened on the 23d of October 1724.

**HORNE**, or **HERNE**, John,—from being 2d lieutenant of the Oxford, a fourth rate, was promoted, on July 21, 1693, to the command of the Hunter fireship. He never attained the command of a ship of the line till some considerable time after the accession of queen Anne, nor is the smallest mention ever made of him; a circumstance, considering his rank in the service at that time, little to be wondered at. In 1704 we find him captain of the Centurion, of fifty guns, one of the ships, under sir G. Rooke, at the battle off Malaga, in which he bore a distinguished part, notwithstanding he commanded a ship little calculated, from its inferior size, to stand the shock of so rude an encounter. His gallantry was immediately afterwards rewarded with the command of the Grafton, of seventy guns, in the room of sir Andrew Leake, who was killed

in the above engagement. This promotion he did not long enjoy, dying at Lisbon on the 25th of December 1705.

**HUNTINGTON, John**,—having, in 1693, served as first lieutenant of the *St. Michael*, of ninety guns, at that time commanded by sir John Munden, was, on the 12th of December in the same year, promoted to be captain of the *St. Vincent* fireship. We believe he continued in this vessel many years, as we have no proof of his having held any other command; and we know him to have continued in commission, at least, till the end of the war. Nothing is said of him after this time, either in history or any of those documents we have been able to procure.

**JULIUS, William**,—was, on the 10th of June 1693, appointed commander of the *Chester*, of forty-two guns, at that time in the West Indies, under the command of sir Francis Wheeler. He continued on the same station after the principal part of the fleet had returned to England with the admiral, being left behind, together with some of the smaller ships, for the better protection of commerce. In the month of April 1694, being cruising off Dominica, he fell in with, and drove on shore, a large French privateer, mounting eighteen guns. The vessel, almost immediately afterwards, took fire, and blew up; her crew unhappily perishing, except a very small number, which were saved by the *Chester's* boats. Captain Julius had, in a short time after this, the good fortune to take several valuable prizes; and with this success returned to England about the close of the same year.

Early in the following spring, still remaining in the *Chester*, he was employed to cruise in the Channel, under the orders of sir Cloudesley Shovel; but does not appear to have met with any opportunity of distinguishing himself worth recounting. In 1696 he was promoted to the *Colchester*, a large fourth rate, and again sent to the West Indies under the command of the admirals, Neville and Mees. He was concerned in all the little land enterprises, under Mr. Mees\*, which took place, and were rather numerous, during this expedition. Remaining behind

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\* See vol. ii. p. 281.

in the Colchester, after the rest of the fleet returned to England, he unhappily fell a victim, in the following year, to the climate, which had, in the preceding one, been so remarkably fatal to such a number of his cotemporaries. His body was brought back to England and interred in Westminster-abbey\*.

**KIDWELL, John.**—Nothing is known to us, relative to this gentleman, but that he was appointed commander of the *Julian Prize*, a small frigate, on the 10th of June 1693. No mention is made even of the time of his death.

**KIRKTOWN, or KIRKTAINE, Robert,**—was, on the 23d of November 1693, made commander of the *Roebuck* fireship. He was quickly promoted to some ship of superior consequence; but in which he had no opportunity of distinguishing himself. In 1695 we find him captain of the *Roebuck*, a fourth rate, then employed to cruise in soundings. He had considerable success in this kind of service, having captured some privateers, which, notwithstanding they were not formidable in point of force, had done much mischief to the British Commerce. Towards the close of the year he was sent to the Mediterranean, under commodore Moody, to convoy the outward-bound Turkey fleet. He continued in the Mediterranean as a cruiser after his return from this service; and, in the month of August following, made prize of a very valuable ship, outward-bound, from Marseilles to Martinico, mounting twenty guns. On his return to England, and his original occupation as a cruiser in soundings, he had the good fortune, in the month of September 1697, to capture a French frigate of twenty-four guns. The peace at Ryswic taking place immediately after this time, the *Rochester* was put out of commission; and he had no other appointment till after the accession of queen Anne.

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\* Where a plain marble tablet has been erected to his memory, bearing the following inscription:

“Near this place lyeth the body of captain **WILLIAM JULIUS**, late commander of his majesty's ship the *Colchester*, who departed this life the 3d of Oct. 1698, aged 33 years.”

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Imme-

Immediately on the prospect of a rupture with France, in 1762, captain Kirktown was appointed to the Plymouth, of sixty guns; one of the ships soon afterwards sent, under sir George Rooke, against Cadiz. Early in the following spring he was promoted to the Suffolk, a third rate; one of sir Cloudesley Shovel's fleet in the ensuing summer, on his expedition for the relief of the Cevenois. Continuing in the same vessel during the year 1764, he very much signalised himself, under sir George Rooke, both in the assault of Gibraltar, and the battle off Malaga, which presently succeeded it. In this engagement he himself, as well as his first, second, and third lieutenants, his master and his boatswain, were all severely wounded. This accident compelled him to retire, for a short time, from the service, in order to procure the better re-establishment of his health. We hear nothing of him after this time till we find him, in 1707, captain of the *Désirée*, one of the Squadron, under sir Thomas Hardy, appointed to convoy the outward-bound Lisbon fleet; a particular account of which service has already been given in the life of that commander. As no mention is made of him after this time, it is most probable he retired from the service on a pension. He died on the 9th of July 1718.

LAWRENCE, LAWNCE, or LANCE, James, — was; on the 12th of January 1693, appointed commander of the *Charles* fireship. After the return of sir G. Rooke's Squadron from the Mediterranean he was promoted to the *Sheerness*, a frigate stationed as a cruiser in the Irish sea, in company with the *St. Alban's* and *Virgin's Prize*, commanded by the captains Gillam and Hales\*, whose melancholy fate he beheld but could not prevent. In the beginning of the month of January 1693-4, he performed a piece of service too memorable and gallant to be passed over in silence. He fell in with two French privateers, one mounting thirty-two the other twenty-four guns, off the mouth of the river Kilmore; in which they had just before seized two prizes, one of them a very valuable ship from Barbadoes. Captain Lawrence immediately engaged them both for five hours, when night came on, and

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\* Vol. II. p. 253, and 314.

the enemy, happy in that advantage, crowded all the sail they could to escape: this the *Sheerness* was not able to prevent, though she had sustained but little damage in the fight. The two prizes, separated in consequence of this encounter from their captors, and were very soon afterwards retaken by different ships. Soon after his return into port he was promoted to the *Reserve*, a fourth rate, employed also as a cruiser, but on a different station, from *Ushant* to *Cape Clear*. In the beginning of the month of September he took, in company with the *Foresight*, a large privateer belonging to St. Maloe's, mounting twenty-eight guns. This was a prize of considerable consequence, her force not only being so great as to render any merchant-ship she fell in with an easy conquest, but she was also one of the finest sailing vessels at that time fitted out of France, not having been captured till after a chase of upwards of eighteen hours.

Captain Lawrence was, not long after this time, removed into the *Experiment*, and sent to the West Indies, where he unfortunately died, in the very prime of life, on the 15th of September 1695.

**LITTLETON, James**, — was the great nephew of sir Thomas Littleton, baronet, of whom Boyer makes the following honourable mention, which we have thought it proper to insert, as being materially connected with the life of this gentleman\*. He was, on the 27th of February 1692-3,

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\* "On the 1st of January died sir Thomas Littleton, baronet, whose father bore both his names. Having an elder brother, he was put an apprentice to sir John Moor, citizen, and sometime lord mayor of London, with whom, having continued for some time, during which his elder brother died, his father, with sir John's consent, took him away, and gave him a liberal education, so that, in 1688-9, he became member of the convention parliament for Woodstock, in Oxfordshire, and one of the managers of the house of commons, at a conference held with the lords, about the words abdicated and deserted, wherein he acquitted himself with applause. He was elected member for the same place in some of the ensuing parliaments, and once for Castle Rising. He was chosen speaker of the house of commons in the parliament which sat in December 1698, and in the year 1700, upon the resignation of Edward, earl of Orford, he was made treasurer of the navy, which place he held till his death. Sometime before, having no child of his own, he procured the honour of the baronetage to be entailed on his great nephew, captain Littleton's son, whom he then

1692-3, appointed captain of the *Swift Prize*, a small frigate of twenty-four guns. We hear nothing more of this gentleman till the beginning of the year 1695, when he commanded the *Portland*, of forty-eight guns, one of the ships employed, under sir Cloudesley Shovel, in the Channel service. He was removed soon after this into the *Bonadventure*, of fifty guns, in which ship he was employed to cruise, for the protection of trade, in the German Ocean. He met with some success, principally in capturing the small French privateers who infested that sea. He very soon afterwards returned back to his old ship, the *Portland*; in which he was sent, in the ensuing summer, to Newfoundland; and from thence sailed, towards the close of the year, with those vessels that were destined for the Mediterranean. Having escorted them to their several ports in safety, he prepared to return to England with such ships as were ready to accompany him. In his passage down towards the Straights he put into Algiers, where he was received with the highest respect. After a very short stay at this port he repaired to Cadiz, and from thence to England, where he arrived the beginning of May.

In the month of January 1698-9, he was ordered to the East Indies, under the command of commodore George Warren, who was sent thither to suppress a very formidable band of pirates, who had settled on the island of Madagascar, and had long infested those seas. The commodore dying not long after his arrival on the station, the command devolved on captain Littleton, whose spirit and activity, in destroying several of their principal ships and vessels, laid the first foundation of their suppression, which a proclamation of pardon, very timely issued, to such offenders as should voluntarily surrender, by totally disuniting and making each man jealous of his fellow, quickly afterwards completed. This business being happily concluded he returned to Europe: and, on the commencement of the war with France, in 1702, was appointed

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then undoubtedly designed for his immediate heir; but altering his mind, he left his estate to the captain, upon condition he should pay his lady a large annuity out of it. Sir Thomas was a man of ready wit, as well as good understanding, and an useful member in the house of commons.<sup>21</sup>

captain

captain of the *Medway*, of fifty guns: in which ship he was employed to cruise in the Channel, for the better protection of trade. While thus employed he had no greater success than that of taking two or three small floops of war and privateers; but in the following year had much better fortune. In the month of August he was ordered to cruise in Soundings, together with the *Chatham* and *Worcester*, both of them fifty gun ships, commanded by the captains, Bokenham and Butler. The *Chatham* being a-head, fell in with two French ships of war, called the *Jafon* and the *August*, about two o'clock in the morning of the 28th, and engaged them both very close for a short time, till the day broke, when the enemy seeing the other ships coming up, bore away and endeavoured to escape. The *Chatham* and her companions gave chase. An interrupted action of some length took place, and the enemy at last surrendered, as soon as the *Medway* was able to get up and engage also \*. In the month of September he brought into Plymouth two large privateers belonging to St. Maloe's, one mounting eighteen, the other twenty guns, which he had taken at the entrance of the Channel; and in the same month, a few days, as it is believed, before the above-related success, captured a French frigate mounting twenty-eight guns.

No mention is made of this gentleman, relative to the station on which he was employed, during the year 1704, most probably it was in the Channel. We find but little notice taken of him after this time till the year 1710, when he was appointed commodore of the West India Squadron. He was, notwithstanding this silence relative to him, constantly employed in active service, principally, if not wholly in the Mediterranean, where the torpid mode of carrying on a naval war, induced by the conduct of the enemy in the same part of the world, may well account

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\* Lediard, who is the only historian that has given any account of this transaction, has stated these ships as forming a part of the fleet under sir Cloudesley Shovel, who had before this time arrived in the Mediterranean. He is certainly however mistaken as to this part of the fact; they belonged to a squadron under rear-admiral Dilkes, sent to convoy an outward-bound fleet to certain latitude, and ordered afterwards to cruise at the entrance of the Channel.

for our not being able to descend more into particulars. The most material and interesting circumstance we have been able to discover is, that in 1706 he was appointed colonel-commandant of a battalion of seamen, formed, by order of sir John Leake, to assist in the reduction of Alicant.

In the month of August 1710, he was appointed to command, as commodore, a small squadron, consisting of two fourth rates and a frigate, intended to be sent to the West Indies for the better protection of that part of the world. He sailed from St. Helen's on the 24th of August, and arrived at Jamaica on the 2d of November, without having met with any remarkable occurrence \* during his passage. Campbell bestows the following just encomium on this appointment. "This gentleman was exceedingly well qualified for that station; he had all the abilities and experience that could be wished for, in a sea-officer, and yet was as ready to ask and receive advice as if he had neither." The commodore's first step, after he had provided for the security of trade, by appointing such convoy as was requisite for the ships that were then laden for Europe, was to send the Roebuck and Nonsuch, two ships which he found in the West Indies, to reconnoitre the port of Carthagena, where, as it was reported, a squadron of six ships of the line had arrived a short time before. This intelligence was quickly discovered to be false. Captain Hardy, the senior officer of the ships just mentioned, had it also in orders from the commodore, to use every possible means of gaining some intelligence relative to the galleons, as well as to their intended time of sailing, as to the escort which was to accompany them. But, notwithstanding every endeavour was used to fulfil these instructions, no other information could be procured; but that the galleons had no escort.

The interval between this period and the month of May passed on in all the quietude of the profoundest peace: but about that time the commodore received repeated infor-

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\* The only one we meet with is, that the Medway Prize, which was his frigate, took a small privateer while the squadron was running down the British Channel.

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mation, from different quarters \*, that monsieur Du Casse had either actually arrived at Carthagena, or was on his passage thither, and hourly expected. Instantly, on his receiving this information, he dispatched a small vessel to captain Hardy, who still continued at sea, cruising though ineffectually, off the Spanish coast, and ordered him to return, without delay, to Jamaica, that he might concentrate his force, and attack, if it were possible, the French Squadron and the galleons under their convoy.

On the 23d of May, a prize, taken by captain Vernon, of the *Jersey*, afforded more accurate intelligence of the motions and force of the enemy. This vessel had sailed from Port Louis on the 20th, in company with Du Casse, who had proceeded, with three ships of two decks, and two frigates, for Carthagena, where two French ships, one of fifty, and another of forty-four guns, had arrived about ten days before, all of them intended to escort to the Havannah, and from thence to Cadiz, the commodore's hoped-for prize. The *Jersey* was immediately re-dispatched to sea to gain some farther intelligence, and to look, if possible, into the harbour of Carthagena. Capt. Vernon effected this service on the 28th of June; and returning to Jamaica on the 4th of July, brought the commodore advice that there were twelve ships and five small sloops in the harbour of Carthagena; that of the former there were only six rigged and in a condition for sailing, and two others which he believed to be fitting for sea. Those which were equipped were, the *St. Michael* of seventy-four, the *Mercur* of sixty, the *Griffin* of fifty, the Spanish vice-admiral of the galleons, which mounted sixty guns, all brass, and two small frigates.

The commodore, in consequence of this information, put to sea on the 15th with five two-decked ships, and a sloop of war. He arrived off the coast of New Spain on the 26th, and on that very day chased five large ships close

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\* First by a number of vessels which arrived from Madeira, and reported the French Squadron had actually passed by that island before they sailed; and afterwards by a Spanish prize, on board which was found a letter from the governor of Carthagena, wherein he informed his correspondent, that he daily expected the arrival of Du Casse with a force, consisting, as he had every reason to hope, of seven ships of considerable force.

under

under Bocachica castle, which stands at the entrance of Carthagea harbour. Thus disappointed he stood off during the night; and the next morning, while running in for the land, got sight of four large ships, to which he immediately gave chase. One of these afterwards proved to be the vice-admiral of the galleons; who mistaking Mr. Littleton's ships for Du Casse's Squadron, lay-to for the greatest part of that day, so that, about six at night, the two headmost ships of the Squadron, the Salisbury and Salisbury's Prize, came up with and began to engage; the commodore himself, getting up very soon afterwards, was just preparing to fire, when the Spaniard hauled down his colours. The vice-admiral himself being wounded by a small shot, died soon after. This prize unfortunately proved much less valuable than was expected, Du Casse having, for better security, and through suspicion, as it is said, of her commander, removed all the public treasure on board his own ship, so that only an inconsiderable quantity of specie, belonging to private persons, was found in her. It appears, from the commodore's own letter, that the Squadron had only one man killed and six wounded in this encounter; and Campbell informs us, in a note, that although the commodore himself, as well as all English historians, have treated the foregoing as an inconsiderable capture, a Dutch author insists the two prizes, together with their cargoes, were worth one hundred thousand pounds. The Jersey took another of the ships in company, which belonged to the merchants, mounting twenty-six guns, and laden principally with cocoa and wool. The other two escaped.

Mr. Littleton learning, from the prisoners taken on board the prize, that the ships he had chased on the preceding day were ships that had come out of Carthagea with Du Casse, who had sailed from thence only on the 25th, and knowing that the French chef D'Escadre intended to put into the Havannah, he determined to cruise a small distance to leeward of Point Pedro shoals, as the most likely place to intercept him. His first care, however, was to dispatch to England, under a proper escort, all the merchant-ships that were laden and ready to sail. These he sent off about the beginning of August, under convoy of the Nonsuch; and returned, at the latter end of the

the same month, to his cruising station. He had not long been at sea before he received information, from the captain of the *Medway's Prize*, that the master of a trading vessel had just before deposed, on oath, before lord Archibald Hamilton, at that time governor of Jamaica, that a French fleet, consisting of eighteen ships of war, with a number of transports, full of troops, under their convoy, had just before arrived at Martinico, intended, as it was generally supposed, to attack the West India islands.

Induced by this information, which was afterwards found to be totally false, Mr. Littleton prudently determined to return to Jamaica, for the better defence of that island; and mons. Du Casse, in this unhappy interval, fortunately for him, got into the Havannah, an escape it would have been impossible for him to have effected, without an action, had not the British squadron been thus seduced, to quit its station. This disappointment, grievous as it must have been to the commodore, did not entirely blast his hopes of still ruining the French armament: he accordingly returned, and cruised for a considerable time off the Havannah, but without obtaining that happy reward his bravery, indefatigable industry, and activity, justly merited.

Although the commodore had thus failed in the grand object of his hopes and wishes, the ships under his command had seldom been so fortunate under any former officer in the same part of the world. Nothing at all memorable took place after this time during his continuance on the same station. He was relieved, in the month of July, by sir Hovenden Walker, and a force much superior to that which he himself had commanded. Soon after sir Hovenden's arrival he sailed for England in the *Defiance*, the ship on board which he had carried his pendant during his preceding command; this was in the month of August 1712; a large fleet of merchant-ships returning with him, under his convoy, which he conducted to England in the greatest safety. It is but justice to Mr. Littleton to add, in this place, the remarks made by Dr. Campbell, on his conduct during the time he remained on the station before-mentioned\*. After his return to Europe

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\* "He took all the care that was possible to obtain proper intelligence of the motions of the galleons, and at the same time he neglected nothing

Europe he enjoyed a temporary relaxation from the fatigues of service, which his health and his late long continuance in the West Indies rendered at this time very necessary.

In 1714 he was appointed commissioner of the navy resident at Chatham, an office he continued to hold till his death, notwithstanding his promotion to a flag not long after this time. This is a circumstance not only highly unusual, but then totally unprecedented, and never since pursued. It is more worthy of remark, as nothing could have been a stronger indication of the high opinion entertained, by the sovereign and his ministers, of Mr. Littleton's worth, than such species of indulgence.

On the 1st of February 1716, being not long after the accession of king George the First, he was promoted to be rear-admiral of the red, on the removal of sir Thomas Hardy, and appointed to serve in that station on board the fleet sent to the Baltic in 1717, under the chief command of sir George Byng. The several circumstances attending this expedition being remarkably trivial, little notice was taken of it even in the life of sir George \*, so that it is totally unnecessary to enter into any farther detail on this occasion †. On the 15th of March 1717, he was advanced to be vice admiral of the blue; as he was, on the 7th of March in the ensuing year, to be vice-admiral of the white. He does not appear, however, to have ever gone to sea. In the year 1719 he was appointed first captain or captain of the fleet to earl Berkeley, who had an extraordinary commission from the king to hoist the lord

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nothing that the merchants thought requisite, either for the security of their trade in those parts, or for the safe convoy of such ships as from time to time were sent home; so that, during his stay at Jamaica, there were few or no complaints, but every body studied to mind his own business, and to discharge, when called upon, his duty in the public service."

And again, "we now return to the West Indies, where we left commodore Littleton, with a small squadron, protecting the trade and annoying the enemy as much as *his strength* would permit."

\* See Vol. II. p. 206.

† It seems very much to be doubted, whether Mr. Littleton actually did accompany this fleet. Lediard, Campbell, and other historians say, almost in decisive terms, that he did not. Rapin and Collier mention only sir George.

high

high admiral's flag, and consequently had three captains under him, an extraordinary privilege attached to that high office, which the special warrant the earl had obtained, brought him as near, in point of honour and power, as he possibly could be, without being actually invested with it. This fleet, however, in consequence of the speedy termination of the war with Spain, never put to sea. Mr. Littleton did not long survive, dying on the 5th of February 1722-3, and leaving behind a character, which, in point of intrinsic merit, few, although higher in popular opinion, have even equalled, and none excelled.

LOADES, Edmund,—from being second lieutenant of the *Britannia*, the admiral's flag ship, in the year 1693, was, on the 12th of July, promoted to the command of the *Saudadoes* frigate. We hear nothing of him after this time till we find him, in 1695, commanding the *Romney*, a fourth rate, in the Mediterranean, under admiral Ruffel; this being a ship of that class best suited for convoying victuallers and vessels laden with necessaries for the fleet, captain Loades appears to have been principally employed in this kind of service. He remained on the same station, as a cruiser, after the return of the fleet to England, and met with considerable success. In the month of March 1695-6, he captured a large French privateer frigate, called the *Phoenix*, mounting thirty guns. And, in the month of July, being then in company with the *Canterbury*, he made prize of a valuable ship from Marseilles, mounting eighteen guns. He was on his return to England, in the month of August, when he fell in with, off the coast of Portugal, a very large two-decked private ship of war, belonging to Bayonne, carrying fifty-four guns and three hundred men. Captain Loades, although of much inferior force, hesitated not a moment to engage her: but the action taking place near the shore, after it had continued with good spirit for two hours, the enemy fled and got under the guns of a Portuguese fort, where, by the law of nations, she was secure. The disparity of the loss evidently marks the great judgement with which captain Loades conducted the action on his part, the enemy having had forty men killed and upwards of fifty wounded, her main and mizen-masts also falling soon after

after she came to an anchor ; while the Romney had only seven men killed and eight or nine wounded.

No other mention is made of captain Loades, nor does he appear to have held any commission, till the year 1701, when he was appointed commodore of a very small squadron, consisting of three frigates, sent to Cadiz to bring from thence a large quantity of naval stores, that had been left there at the conclusion of the preceding war, together with the effects of such English merchants as were settled there, whose property, it was feared, the Spaniards might be induced to seize in case of a rupture between that country and England. It required much judgement, patience, and assiduity, to fulfil this commission ; and captain Loades by no means proved himself deficient in either. He was ordered on no account to put any thing to the hazard, but to cruise with his little squadron off Cape Spartel, ready to receive on board such property as the merchants should find it convenient, from time to time, to send off. He was instructed also to cause such stores, as were capable of being moved with convenience, to be shipped on board proper vessels, and the remainder destroyed or disposed of to the Spaniards on the best terms he could make.

From this outline of the business that was intrusted to him it may easily be admitted, that those requisites which we have just stated, as necessary in so delicate a commission, have been by no means multiplied beyond what the nature of the case actually demanded. This extraordinary care on the part of government was, in the highest degree, commendable ; and not only the mercantile part, but the nation at large, appeared fully sensible of it. But although the commodore paid the highest attention to the collection of as much private property as the several owners were able and willing to remove, he only brought home about sixty thousand pieces of eight ; and this was chiefly on account of the two East India companies, for private persons were not able, at that time, to convert their property into money, from the great scarcity of specie which prevailed at Cadiz, and was likely to continue till the arrival of the flota.

As to the public effects, every thing possible was done that could afford any benefit to the nation, or cause the Spaniards

Spaniards to reap as little advantage as possible from the necessity of this sudden removal. Such stores, indeed, as could not be taken away were of course disposed of to them, and at a price considerably under their real value; this, though it might easily have been foreseen, could not, considering all the circumstances, possibly be avoided.

The commodore having proceeded thus far in his commission, sent, as a conclusive stroke, a vessel, into the harbour of Cadiz, for the purpose of bringing out two English hulks which had been used, during the preceding war, for heaving down such ships as stood in need of it. As it was impossible to navigate vessels of that description back to England, they were towed out to a considerable distance and there sunk, to prevent a future enemy from deriving any assistance of the same nature from them. While the English ships lay at anchor in the Bay of Bulls, where the commodore was obliged, by a strong westerly wind to put in, a French Squadron, which was driven in by the same inconvenience, appeared very anxious to seize the first possible opportunity of shewing some extravagant insult to Mr. Loades and his small force; this he prudently took care to prevent by putting to sea, chusing rather to brave the inclemency of the weather, than risk being charged as the first cause of a war, by staying to receive that affront which would unavoidably involve his country in one.

Soon after the accession of queen Anne, captain Loades was appointed to the *Warsight*, of seventy guns, one of the ships sent, towards the end of the year 1702, under sir Cloudesley Shovel, to reinforce sir George Rooke. He served under the same admiral, during the following year, on his expedition to the Mediterranean; and when the fleet was on its return to England, he assisted the captains, Norris and lord Dursley, in capturing the *Hazard*; a French ship of war mounting fifty-two guns\*. In the following year he again sailed for the Mediterranean, under the command of sir George Rooke. He was stationed to lead the van of sir Cloudesley Shovel's division, who appears to have very justly conceived an high opinion of him. At the battle off Malaga he behaved

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\* See Vol. II. p. 345.

with the most distinguished gallantry\*, and is particularly marked by sir Cloudesley, in a private letter written by him, giving an account of the action. Captain Loades appears to have been always, after this time, employed in the Mediterranean, principally also in such divisions of the fleet as were under the immediate command of admiral Shovel, who was remarked for never forsaking the interest, or waving the friendship of that man whose behaviour he had once approved, and taken notice of.

From the poverty of events which attended the naval operations of this period we meet with nothing relative to this gentleman worthy of recording, except that, in 1705, he was sent to reduce the town of Denia, while the main body of the fleet was employed in the siege of Barcelona. This service he effectually performed; and was, in 1706, pitched upon, by his friend sir Cloudesley, to command the Association, of ninety guns, the ship on board which he hoisted his flag as commander-in-chief of the Mediterranean fleet. This was a fatal honour to captain Loades, he having experienced the same melancholy end which attended his gallant patron. It is almost needless to repeat, that the Association was lost, upon the rocks of Scilly, on the 22d of October 1707; not one of the crew surviving this melancholy disaster, which, from its magnitude and consequence, might be truly called a national calamity.

LUMLEY, Henry,—was appointed captain of the Fortune fireship on the 22d of March 1693. It is very singular that no other mention is made of this gentleman, except that, in 1707, he was one of the members of the court-martial, held for the trial of sir Thomas Hardy. Captain Lumley died sometime in the year 1720.

LYTCOTT, or LYDCOTT, John,—was appointed to command the Rupert Prize, a frigate of twenty guns, on the 23d of January 1693. This vessel was at first employed solely in attending the muster-master of the fleet, but in the following year was converted into a cruiser: in this service captain Lytcott was very successful. In the month of May he at one time brought in three vessels laden with naval stores for France. This activity was

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\* The Warspight had sixty-one men killed and wounded.

rewarded, not long afterwards, by his promotion to the *Sapphire*, a frigate of thirty-two guns. In this vessel we find him principally employed to attend the small squadron, under lord Berkeley of Stratton, and sir Cloudesley Shovel, his name frequently occurring as the bearer of dispatches from those commanders\*. He was occasionally detached on different services, though of little note, such as that of protecting the fishery off the Dogger Bank, and others of the same unenviable kind.

His diligence and attention to these employments, where it was impossible for him to acquire fame, were not neglected by those who were at the head of the naval administration, so that, in the following year, he was promoted to the command of a ship of the line and sent to the West Indies, where he fell a victim to that almost pestilential disease, which, induced by the change of climate, proved so remarkably fatal, during this year, to such a number of brave commanders. He died on the 4th of June 1697.

**MORGAN, William.**—The name of this gentleman occurs, as having been appointed commander of the *Julian Prize*, a small frigate, on the 19th of March 1693; but no farther mention is ever made of him.

**PETT, Phineas.**—The name of this gentleman is well known to the naval world, his ancestors and relatives having been, successively, builders of the royal navy for near a century. Captain Pett's name is, we know not why, omitted in all the lists of commanders we have been able to procure; and were it not from our learning, by a private memorandum, that he was appointed a captain in the navy about the year 1693†, we should have pursued the

\* He brought the news of the bombardment of Calais, and the surrender of the castle of Namur.

† We find the following honourable mention made of him in a letter from Dublin, dated June the 4th, 1694.

"On Saturday last arrived here the *Soestdyke* yacht, captain Phineas Pett commander, from Chester, who brought over the lord chancellor-Porter, the lord chief justice Reynell, and several officers belonging to the new regiments now raising here; the day before, there came up with them a ship under Ostend colours, carrying fourteen guns and six petarons, but soon after, she put up French colours, and bearing down upon the yacht, as if she would have boarded her, poured into her a volley of great and small shot. Captain Pett, who had put

the same conduct and also have omitted him. No other particulars relative to him, but that of his appointment, are known, except the extract inserted beneath, which is far too honourable a testimony of his gallantry to be omitted.

RIGBY, Edward,—was, on the 13th of January 1693, made captain of the Mermaid fireship. We hear nothing of him afterwards till the year 1695, at which time he commanded the Dragon of forty guns, one of the squadron, under commodore Moody, appointed to escort the outward-bound Turkey fleet. While on his passage up the Mediterranean he took two valuable prizes. No other notice is taken of him except, what we would fain suppress. Convicted, in the year 1699, of the most detestable of all crimes, he was, most deservedly, sentenced to the most infamous of all punishments. Flying his native country, which might justly disdain to acknowledge him for a citizen, he flew into France, where, if it were possible for him to superadd any thing to the black catalogue of his crimes, he increased that horror and detestation every man must feel against so atrocious a character, by entering into the enemy's service. The divine vengeance appeared to pursue him thither, for, in the year 1711, he was taken, by the Hampton Court, acting at that time as *second* captain of the Thouloufe, a French ship of war of fifty guns.

The measure of his offences was not yet complete; he found means to get on board a Genoese ship laying in the harbour of Mahon, whither he was carried as a prisoner, and escaped, for this time, that just punishment his accumulated crimes deserved. Nevertheless, 'divine justice is said to have overtaken him at last, inflicted by the hands of those to whom he fled for succour. The particulars relative to his miserable exit are known only by a note

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every thing into a readiness to receive the enemy, stood till they had fired, and then plyed them with five guns he had brought to bear upon them, and with all the small shot he could make, both of seamen and passengers, which so galled the privateer (several of whose men were seen to drop) that she tacked and stood away right before the wind, the yacht having lost in this encounter but three men, who were killed, by one great shot, in the state-room."

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inserted in Campbell, which we have subjoined beneath\*. To what a state must the naval service of that country have been reduced, which, by any allurements of professional ability, or even the greatest public advantage to be derived from them, could deign to foster crimes, which even the most barbarous nations have ever held in the utmost abhorrence.

RIPLEY, Lionel,—was, on the 26th of January 1693, appointed to command the Humber, a new ship of eighty guns, just launched. We believe him, however, to have been only an acting captain, and not to have taken rank till a considerable time afterwards, for his name is omitted in an official list, bearing date in February 1699, of those who had ever commanded ships of the line before that time. We find no mention whatever made of this gentleman, nor have we even been able to procure any account of the ships he commanded. It is most probable, for some reason to us unknown, he never had any command after he quitted the Humber. He had a pension granted him, but in what year is not known, as captain of a third rate. This he enjoyed till his death, which happened on the 1st of April 1725.

STAPLETON, Robert,—was, on the 13th of January 1693, appointed commander of the St. Joseph fireship. He is almost in the same predicament as the gentleman last mentioned; nothing being known of him but that he commanded a two-decked ship at some unknown period during the war. About the year 1701 he was made captain of the Jersey; in which ship he died, at New York, on the 20th of December 1702.

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\* The second captain of the Thoulouse was one Rigby, an Englishman, who had formerly bore command in our fleet. The admiral ordered him to be detained, although, it was said, he was naturalized in France and became a Roman Catholic; but some way or other he found means to escape, and, it was believed, got on board a ship bound for Genoa, which lay in the harbour of Mahon. He was preferred in France for his skill in the marine, and might, after this misfortune, have passed his time with ease at least, if not reputation, but his expences were so large, that, as I have been informed, he brought on the just reward of a life so wickedly spent; and is therefore a fit warning to all such renegadoes, as prefer the encrease of their private fortune to the honour or welfare of their country.

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STEPNEY,

STEPNEY, Thomas,—in 1692, commanded the Goodwin Prize, and was, on the 27th of December 1693, appointed captain of the Dolphin frigate. He continued to command this vessel during the whole of\* the three succeeding years, and was principally stationed as a cruiser in the Irish sea, or occasionally employed in conveying the trade from England to Kinsale and Dublin. In such kind of service nothing very interesting could be expected to occur. Towards the latter end of the year 1696 he was promoted to the Oxford, of fifty guns, and sent to Newfoundland with captain Whetstone, who commanded the Dreadnought. When on their return from thence, in the month of November, with a number of merchant-ships under their convoy, they encountered a dreadful storm, in which the two ships were separated, and the Oxford, with several of the convoy were *said* to have been compelled to bear away for Cadiz. We apprehended this information to be, in part, erroneous, and that the Oxford was actually ordered to make for that port instead of returning directly for England. Be this as it may, captain Stepney arrived safe at Cadiz on the 12th of December.

Not long after his return to England he was removed into the South Sea Castle frigate, and ordered, in the year 1699, for Jamaica, in company with the Biddeford, commanded by captain Searl. These two vessels were both unfortunately lost on Point Bague, near the isle of Ash; but the officers and crew, or at least the major part of them, were happily saved†. After his return to England, on the accession of queen Anne, he was appointed captain of the Hampshire, of fifty guns, one of the squadron sent, under sir Cloudesley Shovel, to Vigo, towards the close of the year 1702; and to the Mediterranean, under the same admiral, in the following year. In 1704, as well as 1705, he was employed to cruise in the Channel. We hear nothing of him after this time, notwithstanding we believe him to have been constantly in commission, and most probably employed in the Mediterranean, till the

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\* For a short time, during the year 1695, he commanded the Dreadnought, one of six C. Shovel's Squadron in the Channel.

† Some have asserted the captain himself was drowned, but this will evidently appear to be a mistake.

month of July 1710, when we are informed, by a MS. memorandum, that he was tried by a court-martial, held in Barcelona road, on the 4th. The offence urged against him more resembles a misfortune to be compassionated, than an offence to be punished. The particular circumstances attending the charge we are ignorant of, knowing only, to speak in general terms, that whatever it might have been, his conduct was decided to have proceeded merely from an error in judgement. He was sentenced to pay a fine equivalent to nine months pay; but he still continued in the service, and in a few days afterwards signalised himself in a way that would have totally obliterated any injury his character might be supposed to have sustained on the former occasion, had that really been the case.

Sir John Norris, who then commanded in chief in the Mediterranean, sailed from Barcelona on the 19th of July; and having put into the road of Hieres, found a very valuable French ship laying there, from Scanderoon, mounting fifty guns. The enemy had, for better security, hawled the vessel close in shore, where it was protected by three very considerable batteries. These the admiral immediately ordered to be attacked by a detachment of English and Dutch frigates, put under the command of captain Stepney. The assault commenced, and was conducted with so much spirit and vigour, that the enemy was, in a very short time, driven out both of the ship itself and the lower of the three forts, by which it was more particularly defended. The boats of the assailants instantly rowed on board the ship to take possession; this the enemy had foreseen, and provided for, by laying a train of powder to the magazine, with a piece of slow match at the end of it. It not being perceived by those who boarded the supposed prize, the ship blew up very soon after they had entered it; by which accident thirty-five of the brave captors were either killed or wounded. No mention is ever made of captain Stepney after this time; and it is believed, that after the return of the fleet to England he retired from the service, on a small pension: this, however, is not sufficiently established to warrant us in positively asserting it. He lived many years after this, not dying till some time in the year 1740.

SYMONDS, George,—from being first lieutenant of the *London*, a first rate, was, on the 19th of August 1693, appointed captain of the *Flame* fireship, as succession to captain Stewart. In the following year he was made captain of the *Carcass* bomb; from which vessel he was, not long afterwards, removed into the *Thunder*, another vessel of the same description. In the month of March 1695-6, he was ordered to join the Squadron, under Sir Cloudefley Shovel, destined to attack Calais, and other small French ports. He was by some accident separated from the admiral, and blown over upon the coast of Holland by a strong south-wester. A bomb-ketch is, perhaps, the least calculated of any species of vessel in the royal navy for defence against a naval enemy: added to this, the *Thunder* had sustained much damage in the preceding gale of wind, when she unhappily fell in with two French privateers off the Texel, by which she was captured, and carried into Dunkirk with much exultation, inconsiderable as were both the honour and value of the prize they had taken.

The character of captain Symonds did not, however, suffer in the smallest degree on this occasion. As soon as he was exchanged, and his conduct, according to the rule of the service, had been properly investigated by a court-martial, he was appointed commander of the *Norwich*, of fifty guns. In April 1697, he was appointed commodore of a small Squadron, intended to be sent to the West Indies, to convoy the trade thither; but falling in with a Squadron of French ships of war, not long after he had cleared the islands of Scilly, those ships of his Squadron (whose gallantry and good conduct preserved them from falling into the hands of the enemy) received so much damage in the encounter, that captain Symonds was compelled to put back with them to Portsmouth. Although in the relation which we have subjoined the most honourable account

not 1697

\* Extract of a letter from Portsmouth, dated May the 13th, 1697.

“ His majesty's ships, the *Norwich*, *Chatham*, and *Sheerness*, who (together with the *Seaford* and *Blaze* fireship) were convoys to the merchant men that lately sailed from hence for the West Indies, returned to Spithead by the 11th instant, being disabled and unfit to keep the sea. On the 5th instant, about 68 leagues from Scilly, there fell in with

account is given of captain Symonds and his conduct; and although judging merely from that, we find nothing but what reflects the highest credit on his activity, his prudence, and his gallantry: yet it appears the court-martial, before which his conduct on the foregoing occasion was investigated, was totally of a different opinion. What the inducement might be, does not appear; but he was dismissed the service. The sentence bears date the 14th of February 1664-5.

TAYLOR, Thomas, was appointed commander of the *Nonfuch*, a fifth rate of thirty-six guns, on the 25th of November 1663. Nothing can be more irksome than the total want of information relative to the life of a brave and unfortunate man; till we come to describe the event which put a period to it. This is exactly the case with regard to captain Taylor. It is not positively known even on what service the *Nonfuch* was employed during the beginning of the year 1664: from some circumstances we indeed suppose captain Taylor to have been stationed off the coast of New England, where we know this ship

with them four French men-of-war, the biggest of about seventy guns, the second of fifty, and the other two of thirty-six and twenty-six guns; whereupon captain Symonds, commander of the *Norwich*, gave the signal for the *Seaford*, and *Blaze* fireship, who were pretty near him, as also for the headmost merchant-ships, to bear down with the *Norwich* to the *Chatham*, and *Sheerness*, being then with the rear of the merchant-men, which was their station. About seven o'clock the French began to fire; and the *Seaford*, and *Blaze* fireship sailing very heavily, the fireship was first taken by the two smaller men of war, and the two greater took the *Seaford*, having shot down her main-mast before she yielded. They fired very hotly on the *Norwich* for two hours and then left her, and in the afternoon set the *Seaford* on fire. They kept company with us, but out of gun-shot, till the 8th instant, we sailing all that time in a line of battle. On Saturday morning they bore down and fought about three hours, and then stood away to pursue the merchant-ships who ran from the men of war when they first engaged, and thereby exposed themselves to the danger they would have avoided by staying with them. The *Norwich* and *Chatham* received much damage in the fight, and had each about forty men killed and wounded; and the commander of the latter has received some small wounds himself. Five of the merchant-men who bore down to our men of war after the fight was over are come in with them, as also a sloop, being one of their fleet, which they retook on the 9th."

to have been in the preceding year. In the month of January 1694-5, when on his return to England, having under his convoy five valuable merchant-ships from Massachusetts Bay, about seventy leagues to the westward of Scilly, all the ships were separated in a violent gale of wind; they, however, all rejoined on the 13th, in the morning, except the *Fir-tree*, which had been taken a few hours before by a French ship of war mounting fifty-six guns. About noon the same enemy got up with the *Non-such*, and found captain Taylor prepared to defend himself with all the ardour natural to a man of gallantry. The engagement commenced about one o'clock, and uninterruptedly continued, with the utmost spirit, till the night approaching they both parted, as it were, by mutual consent.

The *Non-such* was totally prevented, by the damage she had received in the preceding action, from even endeavouring to make her escape, had such been the wish of her brave commander: and the enemy was too elated with his manifest superiority of force, which was great enough to have ensured a much easier conquest over a less determined foe, to quit a prize which may be said to have been half obtained. They both, consequently, kept company together during the night. The action was renewed with the same vigour at day-break on the 14th; but captain Taylor being unfortunately killed, and the *Non-such*, besides having lost her main and mizen-masts, being otherwise reduced almost to a mere wreck, was compelled to surrender. Soon afterwards her fore-mast came by the board; so that the enemy gained very little by their conquest except the honour, if it is not an abuse of the term to call it so on the present occasion.

TOWNSHEND, Horatio,—was, on the 12th of July 1693, made captain of the *Bridget* galley; on the 10th of December following he was promoted to the *Queenborough* frigate. No mention is ever made of him during the time he held the command of either of these vessels; nor indeed do we find much after he was promoted to the *Lynn*, of which ship he was commander in the month of October 1696. He was then employed as a cruiser in the British Channel, and in occasionally convoying vessels to and from Ireland. Towards the latter end of the year 1697 he was sent to the West Indies, and died there on the 12th of March 1698.

TURVILLE,

**TURVILLE, Henry,**—was appointed captain of the *Mortar bomb-ketch* on the 23d of May 1693. It appears a matter of great doubt, whether he actually took post from this time. In some of the admiralty lists his name is given, as having rank according to the above date: in others he is totally omitted. We have a MS. memorandum which pretends to give us the date of his first commission, as a post captain, and that he took rank in the *Mortar bomb*, on the 24th of February 1707. We should have been inclined to reject every other information for this; but that we find him to have been one of the members of the court-martial held for the trial of sir J. Munden, in 1702, which plainly proves him to have been a captain before that time. We find no mention ever made of him except in the instance just given. He is said to have had a pension granted him, of 91 l. on what account we know not; and to have died commander of the *Portland*, of fifty guns, on the 5th of June 1719; a singular command, if true, for so old an officer. In short, though few men are less known, we hardly meet with any person whose life and appointments abound more in peculiar singularities.

**VIA, John,**—was appointed captain of the *Crescent* fireship, on the 22d of May 1693. We know nothing farther of him, except that he commanded a two-decked ship during the peace, most probably the *Pendennis*; in which vessel, accompanying vice-admiral Banbow to the West Indies, he there died, on the 4th of March 1701-2.

**WADE, Cooper,**—having been, in the year 1692, appointed second lieutenant of the *Resolution*, the ship that at that time bore sir Francis Wheeler's flag as commander-in-chief in the West Indies, was, on the 24th of May 1693, promoted by that admiral to be commander of the *Owner's Love* fireship. Some have, though improperly, supposed he did not take rank, as a captain in the navy, till the third of January 1695-6. In 1695, he was appointed to the *Crown* of forty-eight guns, and stationed as a cruiser in the Irish Sea. However ill the latter part of his conduct agreed with the earlier transactions of his life, no man, certainly, during the period of which we are now speaking, could behave with more diligence, spirit, and activity.

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While

While thus employed, he had the good fortune to capture several privateers which infested the coast to the great injury of commerce, and was remarkably assiduous in the protection of any merchant-ships which he was ordered to convoy. His ship being put out of commission at the conclusion of the war, he had no second appointment till the year 1701, when he was made captain of the *Greenwich*, and sent to the West Indies under the command of vice-admiral Benbow. His shameful misbehaviour in the action with Du Cassé's Squadron; has been already sufficiently described in the life of Mr. Benbow; so that it is needless to add more; than that being involved in the same guilt with Mr. Kirkby, he received the same sentence and deservedly experienced the same fate. He was first at Plymouth on board the *Bristol*, the ship on board which he was brought home prisoner from the West Indies; on the 16th of April 1703.

WARD, John, (1st)—was, in the beginning of the year 1693, appointed to command the *Harp*, a small vessel of ten guns, stationed in the ensuing spring to protect the coast fishery from Yarmouth to the Downs. So well did he acquit himself in this trivial occupation, that on the 4th of August, in the same year, he was promoted to the rank of captain, and appointed to command the *Cambridge*, of eighty guns, a ship which had just before undergone a thorough repair. Accompanying Sir Francis Wheeler to the Mediterranean not long afterwards, he had the misfortune to lose his ship in that hurricane which proved so fatal to Sir Francis himself, and several others of the squadron. Captain Ward, however, had the happiness to preserve his own life, as well as the greater part of those under his command. We have not been able to discover to what ship he was afterwards appointed, for we have no information relative to him till the year 1698, at which time he commanded the *Canterbury*, one of the ships on the Mediterranean station. This vessel returned to England about the close of the year, and needing some considerable repairs, was, immediately on her arrival ordered to be dismantled. Captain Ward on this account became unemployed, and it does not appear that he ever had any commission afterwards. He died sometime in the year 1703.

WYAT,

WYAT, Richard,—was, in the year 1690, appointed first lieutenant of the *Mary*, a third rate, at that time commanded by Mr. Wright, who was sent to the West Indies as commodore of the squadron employed on that station. On the death of this gentleman the temporary command of the ship devolved on Mr. Wyatt, who was continued in the same station by commodore Wrenn, who succeeded him: His conduct in an engagement with the French squadron, on the 21st of February 1691-2, proved him, in every respect, to have merited this confidence and trust; for being attacked by four of the enemy's ships, he defended himself against their united efforts with so much spirit and gallantry\*, as to afford Mr. Wrenn sufficient time to bear down to his assistance, and extricate him from those who already considered him as a certain prey. Mr. Wyatt returned to Europe in the month of August following, but does not appear to have had any extraordinary notice bestowed on him, as we might naturally have expected would have been the case from his former gallant behaviour; till the 6th of March 1693, when he was advanced to the command of the *Roebuck* fireship. In the month of November following he was promoted to a frigate; and from this vessel was, in the ensuing year, made captain of the *Royal Oak* of seventy-four guns, one of sir C. Shovel's division in the main fleet. After the peace at Ryswic he was appointed to the *Penzance*, of forty guns, and sent to the Mediterranean with Mr. Aylmer. After the return of the fleet from the expedition against Cadiz and Vigo, he was made commander of the *Somerset*, of eighty guns; in which ship he accompanied sir C. Shovel, in 1703, to the Mediterranean, being stationed as one of the seconds to sir Stafford Fairborn. He was afterwards removed into the *Winchester*, and died at Leghorn, after the return of the fleet to England, on the 14th of December 1703, having been put on shore, in the hope of recovering his health, which had long been in rather a precarious state.

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\* Lediard in his account of this sharp encounter, notices Mr. Wyatt and the other commanders in the most distinguished and honourable manner, as do all historians who have thought proper to give any account of this action.

ACTON,

1694.

ACTON, Edward,—was, on the 4th of October 1694, appointed captain of the *Advice*. Such was his ill fortune, and the nature of those services in which he was employed, that for many years we do not meet with the smallest information concerning him, knowing only that he did command a ship of the line during the war, without having been able to discover at what particular time, or in what service he was engaged. During the peace which succeeded it, he appears to have held no commission, nor do we know any thing about him till the year 1704, at which time he commanded the *Kingston*, of sixty guns. This ship was one of those composing the main fleet under sir George Rooke, which effected the conquest of Gibraltar, and in a few days afterwards defeated the French fleet under the count De Tholouse off Malaga.

In both of these enterprises captain Acton was concerned: his expenditure of shot in the first of them was so great, that before the conclusion of the latter he was obliged, merely from want of ammunition, to quit the line. During that part of the action in which he bore a share, no man could have exerted himself more; for though his ship was among those which were the worst calculated in the fleet for such an encounter, he had three of his officers, and sixty of his crew killed and wounded. His conduct was, in common with that of his brave contemporaries who had unfortunately been in the same predicament, enquired into, after his return to England, by a court-martial; and it is almost needless to add, he was most honourably acquitted. As soon as this event had taken place, he was promoted to the *Grafton*, of seventy guns, and sent in the following year to the Mediterranean, under the command of Sir Cloudesley Shovel. When that admiral returned to England with a part of the fleet, captain Acton was one of the commanders ordered to continue on the Spanish station, under the orders of sir

for John Leake. The circumstances attending this period of naval service were, in general, very uninteresting. The confidence of his admiral, and his particular approbation of Mr. Acton's conduct, both which he acquired in the highest degree, necessarily form every thing we can say concerning him; for otherwise nothing more material occurs, than his ship being one of the fleet sent to Cadiz, where sir John Leake hoped to have surprised the galleons in that port, and his having been one of the hostages exchanged with the viceroy of Majorca, pending the arrangement of the terms on which that island was to be surrendered to the allies.

Towards the end of the year 1706 the *Grafton* was found to be in so bad a condition, that it was necessary it should return to England for a repair; which being completed, captain Acton was ordered, under the command of commodore Wyld, in the *Royal Oak*, to convoy to a certain latitude, the fleet bound to Lisbon and the West Indies. They sailed from the Downs on the 1st of May, and had proceeded on their voyage no farther than *Dungenesse*, when on the following day they fell in with the *Dunkirk* squadron, under the count De Forbin, consisting of ten ships of the line and four smaller vessels. Against these very unequal odds captain Acton, and his brave associates, for a long time contended; but being at last unhappily killed, together with a very considerable part of his crew, this noble ship was compelled to surrender to the enemy; who, from the shattered state of their prize, and their own loss, might be said to have gained but little advantage from their conquest, except the honour, if any victory under the circumstances of the present, could be supposed to have conferred one.

ANDERSON, Kenneth,—in the year 1693, served as second lieutenant of the *Duke*, of ninety guns, at that time the flag ship of rear-admiral Mitchel: he was, on the 19th of February 1694, promoted to the command of the *Charles* fireship. Nothing farther is known of this gentleman but that he was unhappily killed in the *Ætna* fireship, and the vessel taken on the 18th of April 1697. We can find no particulars any where related concerning this action, or the loss of the ship itself; were it not for the disagreement of the dates, we should suppose the ship  
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to have been the *Blaze* fireship captured on the 5th of May, as we have already related in the memoirs of captain Symonds.

**ANDREWS, Isaac**, — is a gentleman as little known in the service as the foregoing. He served in the year 1693, as second lieutenant of the *Sovereign*, a first rate, under rear-admiral Aylmer. He was, on the 4th of December 1694, appointed captain of the *Rupert Prize*. He never appears to have attained any higher command than that of a frigate, or to have been employed in any service worth commemorating. At the commencement of the second war with France he was appointed to the *Otter*; in which vessel he had the misfortune to be taken by two French frigates, and died in France soon afterwards, on the 28th of July 1702.

**BELLWOOD, Roger**, — was, on the 17th of January 1694, appointed captain of the *Pembroke*. Very few particulars are known relative to this gentleman also. He appears to have been very highly esteemed both by admiral Ruffel and sir Cloudesley Shovel, but particularly the former: for having been removed from his command on some frivolous, and unknown account, Mr. Ruffel, in a private letter written by him to sir Cloudesley, dated the 15th of December 1696, highly laments the former treatment of captain Bellwood, and hopes, that as officers at that critical time, when a French invasion was impending, were much wanted, his constant forwardness to go on any service which he might be ordered to undertake, would, added to his, admiral Ruffel's endeavours, prove a sufficient recommendation to procure him a reinstatement in command.

The admiral, in this hope, desired him to repair to sir Cloudesley at Portsmouth; nor was he deceived in it, for captain Bellwood was, immediately afterwards, appointed captain of the *Sunderland*, and sent to the West Indies under the orders of commodore Mees. This command proved very unfortunate to him, as well as to many others of his worthy cotemporaries. Not long after his arrival on his station he contracted a bilious fever, which at that time raged with a violence little inferior to a pestilence; and had there been no other impediment to the operations of this squadron, would have totally prevented it

it from undertaking any enterprize against the enemy. He died on the 11th of August 1697.

**BOWLES**, Edward, — was appointed captain of the *Play Prize* on the 18th of October 1694, and died in the command of the same vessel, in the *West Indies*, on the 13th of January ensuing.

**BRYANT**, Thomas, — a character as little known as the former, was, on the 12th of February 1694, appointed commander of the *Falcon*, of thirty-six guns, and died captain of this vessel on the 1st of May following.

**CALDWELL**, William. — The first commission, as far as we have been able to find, that this gentleman ever received, was, in the month of April 1693, to be first lieutenant of the *Richmond* frigate, which at that time was under orders to proceed for New York. On the 22d of January 1694, being almost immediately after his return, he was promoted to the command of the *Lizard*, a sixth rate, of twenty-four guns. No other mention is made of him till toward the end of the year 1695, when we find him commanding the *Anglesea*, at that time employed on the *Irish* station. He continued captain of this ship, and (some trivial intervals excepted) in the same quarter, till the conclusion of the war, having by his diligence and activity captured many prizes, some of them privateers of no inconsiderable force.

This ship being put out of commission at the conclusion of the war, he does not appear to have been re-appointed to any ship till after the accession of queen Anne, when, on the return of the fleet from the expedition against *Vigo*, he was appointed to command the *Torbay* of eighty guns. He served in this ship, on the *Mediterranean* station, during the two following years, first under the command of sir *Cloudesley Shovel*, and afterwards of sir *G. Rooke*. At the battle off *Malaga* he very eminently distinguished himself as one of the seconds to rear-admiral *Byng*. It is no less singular than true, that we find no mention whatever made of this gentleman after the above-mentioned time. His having been employed, during the remainder of the war, principally, if not entirely on the *Mediterranean* station, may, probably, account for this uninteresting interval.

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We find, in short, no notice taken of him, after this time, till he was advanced to the rank of rear-admiral of the white, a promotion which took place on the 12th of February 1716. In the month of March, in the following year, he was appointed second in command of a powerful fleet, at that time fitting for the Baltic, under the command of sir George Byng; and on this account was promoted to be rear-admiral of the red. The complexion of the times rendered it expedient to dispatch sir George before the whole of his force was equipped; and it does not appear that Mr. Caldwell accompanied him, as was intended. He did not long survive his latter advancement, dying on the 17th of October 1718.

CHANT, Edward, — in 1693, commanded the Aldborough ketch, a vessel of ten guns, on the New York station. He is said, in two or three MS. papers, to have taken rank, as a naval commander, from the 27th of March 1691; but we can find no certain proof of his having held any commission, entitling him to it, till he was, on the 20th of January 1694, appointed commander of the Charles galley. We find nothing related of him, during the reign of king William, except that, in 1695, he commanded the Norwich, of fifty guns, one of the ships employed in the German Ocean, and under the orders of sir Cloudesley Shovel, in his several little expeditions undertaken against the French ports. During the peace he held no commission. After the accession of queen Anne, the first information we have received relative to him is, that, in 1706, he was appointed to command the Kingston, in which ship he died, in the following year, at Jamaica.

CLEASBY, Thomas, — served as first lieutenant of the Albemarle, of ninety guns, in the year 1693. On the 26th of May, 1694, he was promoted to be commander of the Vulture fireship. We hear nothing of him after this time till we find him captain of the Mary galley, a fifth rate, one of the ships sent, in 1697, under captain, afterwards sir John Norris, to Newfoundland; but being detached on some particular service, was not one of that famous council of war which, out-voted by the land-officers, determined to wait the attack of the French in the harbour of St. John's. He never appears to have attained the

the command of any ship superior to the *Mary* during the reign of king William; nor is it known what ship he was captain of, or in what service he was employed, after the accession of queen Anne. He retired from the service towards the close of that reign, and was appointed a captain in Greenwich-hospital in the year 1714: having held this appointment four years, he was promoted to be lieutenant-governor of the same, an advancement he did not long live to enjoy, dying on the 23d of July in the same year.

CLEMENTS, George,—was appointed third lieutenant of the *Victory*, a first rate, in 1693. He was promoted, on the 18th of July 1694, to be captain of the *Essex* prize. It was his misfortune to be employed on such unprofitable services that no mention whatever is made of him during the reign of king William; nor did he ever, for the same period, command any ship larger than a fifth rate. We are also perfectly in the dark both as to the vessels he commanded and the services he was particularly engaged in, till we find him, in the beginning of 1707, commander of the *Hampton Court*, of seventy guns. The obvious remark, which we have already had too frequent occasion to make, we must here again repeat, that it has been the unhappy fate of a multitude of brave men, to be almost totally unnoticed, till the nation, informed of the various circumstances which led to their deaths, then, first lamented the worth that had been, as it were disregarded, and condemned its own ingratitude for the innocent neglect.

About the latter end of April, in the year just mentioned, captain Clements was ordered to put himself under the command of captain Baron Wyld, of the *Royal Oak*, who was appointed commodore of the convoy sent with the outward-bound fleet to Portugal, and the West Indies. The several general circumstances preceding the fight, as well as those which happened after it had commenced, have been already sufficiently related in the lives of captain Wyld\* and captain Acton; but there is a material occurrence attending the death of captain Clements too singular, and curious to be omitted. He

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\* Vol. II. page 115.

was mortally wounded by a shot in the belly, which he received some time after the engagement began; but, nevertheless, in that dangerous and disabled state continued the fight with the utmost resolution, till he himself was become so faint with the anguish of his wound and loss of blood, as to be totally incapable of farther exertions. His ship was by this time also, reduced to a mere wreck, and two hundred of the crew, among whom were the greatest part of the officers, killed or wounded, so that the surrender was inevitable. Soon after the enemy had entered their newly-acquired and dearly-earned prize, a young midshipman, whose name we very much lament our inability to recover, taking an opportunity of the confusion which prevailed at that time, and the greater attention of the enemy to the plunder than the care of their prisoners, caused his poor dying commander to be conveyed through a port-hole into the longboat, which happened to be a-stern. He himself followed, with seven others of the crew: they concealed themselves under the thwarts, as well as they could, till the Hampton Court, and the enemy's Squadron had drifted so far with the flood as to render it safe for them to take to their oars, when by a very happy, but almost incredible exertion, they reached Rye on the 3d of May, the day after the unfortunate encounter just mentioned. Captain Clements died in the boat.

CLEVELAND, William, — commanded the Diligence brig in the year 1693: he was promoted from this vessel to be a captain in the navy, and appointed to the Catherine store-ship on the 13th of February 1694. In the following year we find him commanding the Medway, of sixty guns, and employed in the Channel Squadron, under the orders of Lord Berkeley of Stratton, and Sir Cloudesley Shovel. In the ensuing winter he went out to the Mediterranean under commodore Moody, who was sent to convoy the outward-bound Turkey and Streight's fleet to their several places of destination. On his return to England in the summer, after this service was executed, he was ordered to cruise in the Channel, and met with considerable success in capturing several of the enemy's privateers, both on this and the Irish station, whither he was soon afterwards sent. He continued on the Irish station

station as long as the war continued; and on the 30th of April 1697, effected a much more consequential service to his country than any we have hitherto seen him perform. He fell in with a large French private ship of war, about eighteen leagues to the north-west of Scilly. This vessel, which was of a force little inferior to a ship of the line; mounted fifty carriage guns, and had more-over ten or twelve patararoes, with a chosen crew of near four hundred men. It was called the Pontchartrain, and being a remarkably fast sailing vessel was not overtaken till after a very long chase. The Medway at last getting up, began the action about six o'clock in the morning, with a very spirited cannonade, which the enemy little relishing, attempted to give a sudden turn to the contest, by boarding captain Cleveland and attempting to decide the contest hand to hand. The French commander, notwithstanding the favourable opinion he had entertained of the vigour and prowess of his crew, was disappointed in the hope he had formed on this occasion. He experienced so determined a resistance, that he was obliged to sheer off and decide the contest in the ordinary manner.

The engagement was maintained, at the distance of musket-shot, with the greatest spirit and bravery on both sides for near three hours, when the French feeling at last their inferiority, attempted to escape. This the Medway, who, comparatively speaking, had sustained but little damage in the contest, took care to prevent, and, after a short, but ineffectual last effort, the enemy's ship was content to surrender about ten o'clock, having had near fifty of her crew killed, and almost as many desperately wounded; while on the other hand the loss of the Medway mounted only to five men killed, and ten or twelve wounded, few of them dangerously. The Medway was put out of commission soon after the peace at Ryfwic, and captain Cleveland had no other commission till after the accession of queen Anne, when he was appointed to the Montague. In this ship he accompanied sir Cloudesley Shovel to Vigo, and was afterwards appointed one of the convoy to the homeward-bound Oporto fleet. He returned to England with his charge about the latter end of January, and in the beginning of March following was ordered to accompany, to a certain latitude, vice-admiral

Graydon, who had just before been invested with the West India command. The Squadron sailed from Plymouth on the 13th, and in five days afterwards fell in with a small French Squadron, of four ships of the line, under the well known chef d'escadre Du Casse, who was returning from the West Indies in a state of equipment little calculated to withstand an attack.

Captain Cleveland, who led the van of the English Squadron, very spiritedly began the action by engaging the sternmost of the enemy's line, but was almost immediately called off by signal from Mr. Graydon, who conceived himself precluded, by his orders, from hazarding any extraneous encounter \*. This affair has been already fully discussed, and the particulars of the action related in the life of Mr. Graydon †. Captain Cleveland having fulfilled his instructions by accompanying the vice-admiral to the proper latitude, returned to Plymouth, where he arrived in safety about the latter end of April. As soon as he had taken on board a sufficient recruit of provisions and water, he was again ordered to sea, in company with the Orford, commanded by captain Norris, with whom he was to cruise in soundings for a few days, till the fleet, then ordered for the Mediterranean, under the command of sir Cloudesley Shovel should be ready to sail. Both these brave men were successful, captain Norris in a very short time after he left Falmouth having captured, in a very smart action, a French ship of no mean force, and captain Cleveland a second, of inferior consequence indeed ‡, for the enemy in order to lighten the ship and facilitate their escape, chose rather to throw their guns into the sea than trust to a resistance, or defence, which, to do them justice, their inferiority must have rendered futile.

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\* The Montague's fore-top-sail being shot to pieces the second broadside she received from the enemy, she could not tack so soon as might otherwise have been expected: this being perceived by the other three French ships they wore, and bearing down to the ship that had been engaged, each of them fired a broadside at the Montague; but she being to windward and the sea running high, as the French generally fire in hopes of wounding masts, yards, or rigging, all their shot flew over her, and she did not receive any considerable damage.

† See his life, Vol. II. p. 160.

‡ Mounting eighteen guns.

Captain

Captain Cleveland having immediately afterwards joined the fleet, sailed for the Mediterranean, where nothing in the smallest degree memorable occurred either to him, or, with the most trivial exception, any other of the officers engaged in that service. In 1704 he returned to the Mediterranean under the command of sir G. Rooke, and bore a very active as well as conspicuous part, both in the assault of Gibraltar and the battle off Malaga which followed, not long after. He was one of those commanders, who, in the latter engagement being obliged to quit the line for want of shot\*, a deficiency occasioned by his former expenditure before Gibraltar, was afterwards tried by a court-martial, which did ample justice to his bravery and merit, by acquitting him in the most honourable and unequivocal manner. We do not, however, find any mention made of him in the service, after this time, till the year 1710, at which time he commanded the Suffolk, one of the squadron on the Mediterranean station.

In the month of May, being then cruising off Messina, under the command of vice-admiral Baker, he had the good fortune to capture a large French ship of war, called *Le Galliard*, pierced for fifty-six guns, but mounting, when taken, only thirty-eight. This little success, trivial as it may appear when compared with those more splendid actions which happened in other quarters of the world, made no mean figure where it took place, owing to that general want of interest which, after the year 1704, pervaded all the operations of naval war, if they may be said to deserve that name, on the station of which we are now speaking. After this time we are again ignorant as to any particulars of this gentleman's life till the year 1716, when he accompanied sir J. Norris, who was sent with a fleet into the Baltic to chastise the insolent conduct of the Swedes. When sir John returned to England in the month of November he left Mr. Cleveland commodore of a squadron, consisting of seven ships of war, with orders to act in con-

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\* The *Montague* was very warmly engaged while she was able to keep the line, as appears very evidently from her list of killed and wounded, which, although she was only a sixty gun ship, amounted to forty-nine or fifty.

junction with the Danes, who were equally concerned in the expected rupture, and to render the proper protection to the trade and commerce of the allied nations.

He went no more to sea after his return, but in the year 1718 was appointed comptroller of the store-keeper of the navy's accounts; an office, in which he continued till the year 1732; when he retired altogether from public life, on a pension suitable to his rank and services. He died on the 9th of June 1735.

DOUGLAS, John,—having, in 1693, served as fourth lieutenant of the *Duke*, a second rate, on board which ship Mr. Mitchell carried his flag as rear-admiral of the blue in the main fleet; was afterwards promoted to be second lieutenant of the same ship; and was from that station advanced, on the 21st of December 1694, to be captain of the *Phoenix* fireship. No farther notice is ever taken of him, but that he died in England on the 16th of November 1697, not holding, at that time, any command.

EATON, or EYTON, William,—is said to have been, in the early part of his life, a commander of much note in the merchant's service. He afterwards distinguished himself very conspicuously as commander of a private ship of war, employed, according to the custom of those times, to cruise against the Spaniards in the South Seas. This practice, which indeed had nothing to recommend it but the paltry hope of enriching a few active enterprising individuals, was not long after abolished by the interference of government. While thus employed captain Eaton, as well as many other men of character and virtue, his contemporaries, though engaged in a service \* not the most honourable in the world, always strictly maintained the reputation of an honest, and truly liberal, as well as gallant man. He at last entered into the navy, and, after passing through the necessary subordinate stations, became, in the year 1693, first lieutenant of the *Oflory*, of ninety guns. He was promoted from this station, on the 13th of February 1694, to be captain of the *Joseph* fireship.

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\* The foregoing part of the account of this gentleman we dare not venture to pronounce *authentic*, although it is the best we have been able to procure, and might satisfy those who may not, perhaps, be over-scrupulous.

He had not, however, the same opportunity and success in making himself remarkable in the royal navy that he had while formerly employed in a more humble station. He continued to command this vessel till the month of August 1695, when he was removed, at his own request, into some other ship; the *Joseph*, as it is stated in an official report of the condition of the fleet, made by sir C. Shovel, to the board of admiralty, not being fit to be continued in commission. No farther mention whatever is made of him, except that he died in the *West Indies* commander of the *Saudades Prize*, sometime in the month of November 1698.

GRANTHAM, Nathaniel,—was, in 1692, appointed first lieutenant of the *Warspight*, of seventy guns, which ship was, at that time, commanded by captain Caleb Grantham. He continued to hold the same station till the year 1694, when the *Warspight* was obliged to be put out of commission, and taken into dock for a complete repair. This, perhaps, was rather a fortunate act of necessity for Mr. Grantham, who was promoted, on this occasion, by commission, bearing date the 13th of August 1694, to be commander of the *Seahorse*. No farther mention is made of him during king William's reign; nor is this wonderful, as we also find he never, in that period, commanded any ship of greater force than a sixth rate. On the re-commencement of the war with France, after the accession of queen Anne, he was appointed to command the *Bonadventure*, of forty-eight guns, and sent to convoy an outward-bound fleet of merchant-ships. This we are very sorry to say is the only mention we ever find made of him; hence it is most probable that, either from infirmities or some other cause, which we have been unable to investigate, he retired altogether from the service not long after this time. He is said to have died in England on the 17th of November 1723.

HOLYMAN, Robert,—in 1693, was appointed first lieutenant of the captain, a third rate, commanded by captain Francis Wyvill. He was promoted from thence, on the 8th of February 1694, to be commander of the *Owner's Love* fireship. No notice is ever afterwards taken of him during the reign of king William; but it is

known, indeed, he never obtained any consequential command. Immediately after the accession of queen Anne we find him captain of the Dragon, of fifty guns. He was for some time employed as a cruiser in the Channel, an occupation in which he met with much success. In the month of October he was detached, on some trivial service, from the Squadron under the command of Sir Cloudesley Shovel, which had been dispatched to Vigo, and was now on its return from that port. He fell in soon afterwards with a French ship of war, mounting upwards of seventy guns. Notwithstanding the great disparity of force, captain Holyman prepared to defend himself with a spirit that deserved a better fate, and an antagonist whose superiority would not have defied conquest.

From what we have premised, it must be obvious to all, that the greatest exertions, on the part of captain Holyman and his people, were indispensibly necessary, to preserve them from captivity: these were not wanting, and consequently produced the desired effect. The enemy, however, was not repulsed but with the loss of the brave commander and twenty-five of his crew, who were killed.

The action took place on the 13th of October. The lieutenant, whom we suppose to have been Mr. Fotherby, of whom we shall have an account to give hereafter, continued the action for some time after the death of his brave commander, till the French were at last content to decline any farther contest.

HOLMES, Robert,—was appointed second lieutenant of the Burford, of seventy guns, in the year 1692. In 1693 he was promoted to be first lieutenant of the York, of sixty guns. On the 15th of October 1694, he was promoted to the command of the Pearl frigate, a vessel employed, during that, and the following year, on the Irish station, for the protection of trade from the depredations of the small French privateers. He appears to have been singularly active and attentive to the duties of this very unenviable occupation, an occupation in which it was impossible to acquire renown, or even avoid calumny, except by the most rigid attention. Capt. Holmes was very successful in protecting the coasting trade of Ireland, a service in which he was almost constantly employed, or in attending it  
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from port to port; he had moreover the good fortune to capture some of the enemy's small-privateers, prizes, although of no material consequence to the event of a war, but nevertheless afford very sufficient proof of a commander's diligence. We do not find much notice taken of him after the year \* 1695: and it is very singular, his name is inserted in one only of the lists of naval commanders, which have been at different times collected, and with the greatest care, from the official papers. In 1696 he accompanied commodore Mees to the West Indies, where he died sometime in the month of May in the following year.

JESSON, James, — was appointed commander of the *Winchelsea* on the 7th of February 1694. No farther mention is made of him during the reign of king William, and we have every reason to believe he never, during that period, commanded any other vessel. The accession of queen Anne produced but little alteration, for we do not find any information concerning him, except that he died at Barbadoes on the 27th of February 1707-8, being at that time commander either of the *Portland*, or the *Greenwich*.

LAKE, or LEAKE, Thomas, — was, on the 26th of September 1694, appointed commander of the *Speedwell*. We have not been able to procure any other information relative to him, except what we derive from rear-admiral Hardy's list of naval officers: from this we learn that this gentleman, on what account is not mentioned, received the honour of knighthood from queen Anne. No notice is taken of the time of his death.

LINDSEY, William, — was, on the 29th of May 1694, appointed commander of the *Play Prize*, and died in the command of the above vessel on the 16th of October following.

LLOYD, David, (2d) — was, on the 30th of October 1694, appointed commander of the *Experiment* frigate. Others insist his first commission, as captain of this vessel, does not bear date till the 15th of September in the fol-

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\* A gentleman of the same name did, for a short time during this year, command the *Comet* fireship, one of the vessels under the command of sir Cloudesley Shovel, in the Channel.

lowing

lowing year; and we rather believe the former date to be a mistake. In 1697 he was appointed captain of the *Falmouth*, and sent to the West Indies in the following year, under Mr. Benbow. Kidd, the pirate, became about this time very notorious, and a variety of small vessels were equipped to pursue him. One of these, a sloop, captain Lloyd voluntarily offered his service to command, but soon afterwards fell a victim to his gallant and enterprising spirit, being drowned on the 25th of July 1699: the particulars of this misfortune are not known.

MIDDLETON, Henry,—served as second lieutenant of the *St. Andrew*, a first rate, of ninety-six guns, in the year 1693. On the 13th of October 1694, he was promoted to the command of the *Falcon*. Few are the particulars we have been able to collect concerning this gentleman, and those too, we are sorry to say, are very uninteresting\*. In 1697 he commanded the *Rainbow*, a small frigate, principally employed in convoying to and from Ireland the small coasting vessels. After the accession of queen Anne, he was promoted to the command of the *Lincoln*, of fifty guns. This ship foundered at sea on the 29th of June 1703: and the captain with the greater part of the crew were unhappily drowned.

MIGHELLS, James,—was the descendant of an ancient and respectable family long settled at Lowestoffe, in the county of Suffolk†. It appears from a pedigree of the Mighel's family, published by Gillingwater, in his *History of Lowestoffe*, that this gentleman was, by marriage, nearly related to those great and well-known naval characters, sir Thomas Allen, rear-admiral Utber, sir John Ashby, and sir Andrew Leake. Having entered early in life into the Navy, under the patronage of his uncle, sir John Ashby, and passed through the several necessary subordinate stations with much credit and reputation, he was, in 1693, appointed first lieutenant of the *Victory*, a first rate. On the 24th of August 1694, he was promoted to the command of the *Owner's Love* fireship. In the month of December he was ordered, together with the

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\* He is said to have been fined three months pay by the sentence of a court-martial, held upon him for the loss of the *Falcon*.

† He was the son of Mr. Richard Mighells, and Thomasin, sister to sir John Ashby.

Norwich,

Norwich and Prince of Orange, to convoy the outward-bound Virginia fleet to a certain latitude. Before the fleet had well cleared the Channel, captain Mighells's ship sprung a leak; which compelled him to put back into port, which he happily reached, though not without much difficulty. He continued to command the *Owner's Love* till towards the end of the year 1696, when he was appointed to command a ship of the line, which was unfortunately employed on so undistinguished a service, that we have been totally unable to discover even its name. This want of information is by no means to be construed as disreputable to captain Mighells, when we consider that the most eminent of his contemporaries were uniformly in the same predicament. In the year 1697 he accompanied captain, afterwards sir John Norris to Newfoundland, where, to his credit be it spoken, he was one of those spirited commanders who coincided in opinion with the commodore, that it would be more advisable to put to sea and attack the enemy, than coolly wait their assault\*.

During the remainder of king William's reign, after the peace of Ryswic, Mr. Mighells does not appear to have held any command; but, after the accession of queen Anne, was appointed to command the *Monk*, of sixty guns. He was employed during the absence of the main fleet, under sir George Rooke, to cruise principally in the Channel, and continued in the same line of service, after its return, till the month of July 1703, when he was sent, under rear-admiral Dilkes, to attack a French convoy which was reported to be laying in Cancalle Bay. A particular account of this transaction has already been given in the life of that admiral†.

In 1704 he sailed for the Mediterranean under sir G. Rooke, and very singularly distinguished himself at the battle off Malaga. The count De Tholouse, who commanded the French fleet, had ordered monsieur Champmelin in the *Serieux*, to board the *Monk*. This, the Frenchman attempted three different times, and was as often repulsed, by the gallant behaviour and steady con-

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\* See the life of sir John Norris, Vol. II. p. 343.

† Vol. II. p. 351.

duct of captain Mighells and his crew. The *Serieux* was enabled to renew her attack in consequence of the assistance she received from the French gallees, which took off the wounded men and supplied their place with fresh unfatigued assailants. The enemy being at length dispirited by these repeated discomfitures were content to sheer off; and captain Mighells had the satisfaction of preserving his ship, though with the loss of thirty-six men killed; he himself, together with his second lieutenant, boatswain, and fifty-two of his people being wounded, many of them very desperately. The French, who are remarkably clever at palliating their own disasters, give the following account of this transaction in their relation of the engagement. "As to the centre, there happened a *thing* which, perhaps, was never known in a fight where a whole line has been engaged, and where the enemy has the weather-gage, which is, that a ship in the van of our admiral's division, commanded by monsieur De Champmelin, thrice boarded one of the enemy's ships which lay next him, and left her the third time, *seeing her on fire in several places, but by reason of the great smoke could not tell what became of her.* He was afterwards so disabled in the engagement, that he was obliged to quit the line to refit."

No notice whatever is taken of captain Mighells after this time till the year 1710, even by those who might be thought very likely to be acquainted even with the most trivial particulars of his life. In the last-mentioned year \* he commanded the *Centurion*; and being on a cruise in the Mediterranean, in company with captain Evans in the *Defiance*, they met two French ships of war of equal force with themselves, between Almeria and Malaga. An action commenced at eight o'clock in the morning, and continued without intermission, most spiritedly maintained on both sides, till twelve at noon; by which time the *Centurion* had upwards of sixty of her crew killed and wounded; her rigging, masts, and yards were also so much disabled as to incapacitate her from making sail. The French ships at this time declined any farther contest; and having sustained, as is generally the case, less damage aloft, were enabled to make their

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\* On the 8th of November.

escape

escape and shelter themselves in the port of Malaga, although the English pursued with all the alacrity in their power.

In the following year we find him captain of the *Hampton Court*, still on the Mediterranean station, and then under the command of sir John Jennings. Having, in the month of November, been detached, with four other ships\*, from the fleet, by that admiral, to the coast of Catalonia, soon after he himself had sailed from Barcelona for Vado, with the king of Spain, who just before had succeeded to the dignity of emperor; he was on his return to Port Mahon, the appointed rendezvous, when he fell in with two French ships of the line, the *Count de Thoulouse* and the *Trident*. Captain Mighells, who was considerably a-head of his companions, came up with the former soon after seven o'clock in the evening, and began instantly to engage. The Frenchman defended himself with the greatest gallantry, and the contest was maintained, with the highest spirit on both sides, for upwards of two hours; when the *Sterling Castle* drawing near, the *Count de Thoulouse* thought proper to surrender: the *Trident* escaped, favoured by the darkness of the night, the advantage of light breezes of wind, and the assistance of her oars. The *Hampton Court* had received considerable damage in the encounter; her masts in particular being much wounded, and the wind freshening soon after the action, they all came by the board on the following day, so that she was obliged to be towed into port by the *Sterling Castle*.

The peace at Utrecht being concluded soon after this event, we find no mention made of captain Mighells till the year 1717-18, when he was, on the 18th of March, promoted, very deservedly, to be rear-admiral of the blue. On the 28th of the same month he was advanced to be rear-admiral of the white, and appointed second in command of the squadron, sent soon afterwards to the Baltic under the command of sir John Norris †,

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\* These were the *Sterling Castle*, the *Nottingham*, the *Charles Galley*, and the *Lynn*.

† The particulars of which expedition have already been given, Vol. the 11d, p. 351.

On the 17th of December 1718, almost immediately on his return from the Baltic, war was formally declared against Spain; and the greatest apprehensions being entertained soon afterwards that the enemy were at that time meditating an invasion of England, with the Pretender at their head, every possible measure was taken at home to counteract and defeat their designs. Rear-admiral Mighells was, on the 5th of March, dispatched to Portsmouth that he might forward the equipment of such ships as were fitting out at that port: two days afterwards he was raised to the rank of vice-admiral of the blue, and sailed almost immediately to the westward second in command of the squadron sent out under the earl of Berkeley. He was dispatched for the coast of Galicia, by his lordship, soon after they had cleared the Channel. His instructions on this occasion being only to procure some intelligence of the enemy's motions, he had no greater force than the *Windfor*, *Antelope*, and *Monmouth*. Having learnt that the Spanish fleet, crowded with soldiers, though miserably deficient in almost every article of their necessary appointments, had been dispersed by a violent storm which overtook them on their passage from Cadiz to the Groyne, he returned into port with this information; and the terrors which had been suddenly excited, as suddenly vanished.

It was immediately resolved, on the part of England, to retaliate this intended insult; and at least repay, if not revenge it. A strong squadron was accordingly equipped and put under the command of the vice-admiral, who had with him a fleet of transports, on board which were embarked six thousand troops, with a proper train of artillery, and every other necessary, under the command of lord viscount Cobham. The destined object of their attack was the important port of Vigo, on the coast of Galicia. This formidable armament put to sea, from St. Helen's, on the 21st of September, and, after a very prosperous passage, arrived on the coast of Spain, off which the fleet cruised for three days, in hopes of being joined by captain Johnson, who had been dispatched a few days before, with two fourth-rates and a frigate, in order to procure intelligence. Not meeting with him,  
as

as was expected, and the season of the year being too far advanced to admit of trifling on an hostile coast, or delaying any longer offensive operations, it was determined to push on for Vigo, the harbour of which the fleet happily entered on the 29th of September, old stile. The grenadiers of the army were immediately landed at the distance of three miles from the town, without any other opposition than an irregular straggling fire from a body of peasants, who were also at too great a distance to effect any material execution. On the following day the necessary stores and provisions were landed, and proper measures taken for the speedy commencement of offensive operations.

On the 1st of October the army moved forward and encamped in a strong position near the place; this the enemy observing, and being apprehensive of an attack they felt themselves unable to withstand with regard to the town itself, they immediately began to spike up the cannon on the ramparts; and having burnt the carriages, left it and its inhabitants to the care of the magistrates, and withdrew all their regular troops into the citadel. The general being soon apprized of this movement sent them a summons to surrender, a requisition which was immediately complied with; and brigadier Honeywood was accordingly ordered, with eight hundred men, to take post there, and in Fort St. Sebastians, which was also abandoned by the enemy. On the 3d of October serious operations commenced against the citadel itself, a ketch being sent in to bombard it, though with little success, on account of the great distance. The mortars, cohorns, and battering train were, however, landed on the same evening, and the following day from the fleet; the necessary preparations were also made for prosecuting the intended siege with the utmost vigour. At this period the general, lord Cobham, in compliance with the customs of war, sent a formal summons to the governor, with a notification, that if he persisted in not surrendering, till batteries were erected, he must then expect no quarter.

The governor himself had been wounded during the bombardment. The officer on whom the command had devolved

devolved, after a little hesitation, consented to capitulate. The garrison, amounting to near five hundred men, marched out on the 10th; and the place being taken possession of by the English, there were found in it a considerable quantity of arms and cannon, which, it was said, were landed from the very ships that were, in the preceding spring, destined to have covered the invasion of Britain. As it was deemed impossible to maintain a footing in an enemy's country, at such a distance, with so small a land-force, it was judged expedient to embark, without delay, all the artillery, stores, and other property worth removal; and to destroy the rest. Before, however, these measures were carried into execution, major-general Wade was ordered, with a detachment of the army, and some ships of war, to sail up the harbour of Vigo and reduce Ponta Vedra, a town which lay at a small distance from thence. This service was effected without loss, or, indeed, opposition; and although four mortars and twelve pieces of heavy brass cannon, together with seventy iron guns, two thousand stand of arms, and a proportionate quantity of ammunition were found there, all these, except the twenty-four pounders, which were four in number, were embarked, and the detachment rejoined their companions, at Vigo, on the 23d.

On the 27th, every thing that was valuable, or that could be in any degree serviceable to the enemy, being embarked, the vice-admiral with the fleet sailed for England, where he arrived, in safety, on the 11th of November, having scarcely lost three hundred men during the whole expedition, by the joint ravages, and causes of diminution, the sword, disease, or desertion. This blow, which was extremely humiliating to Spain, appears to have been the last service in which this gentleman was engaged. Having, as it is elsewhere observed, arrived, with the highest desert, at an elevated rank in his profession; and being probably worn out with fatigue in the service of his country, he exchanged the tumultuous scenes of war for the more calm and undisturbed enjoyments of private life. In 1722 he resigned his rank as vice-admiral, and was appointed comptroller of the navy, an office

office he held till the time of his death\*, which happened on the 23d of March 1733-4.

MITCHEL, John, — we believe to have been, in 1693, appointed first lieutenant of the Assistance, of forty-two guns, a ship at that time commanded by captain Phineas Bowles, and ordered for Newfoundland. But the first information we have relative to him that we dare aver to be authentic is, that on the 14th of February 1694, he was appointed captain of the St. Paul fireship. He continued to command this vessel during the two following years, and during such a command little can be expected worth relating, except on the most extraordinary and generally known occasions. He never appears to have obtained any more consequential command during the reign of king William; nor, indeed, do we in that of the succeeding sovereign, find any mention whatever made of

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\* He was buried in Lowestoffe church, where a handsome monument is erected to his memory bearing the following inscription.

To the memory of  
 JAMES MICHELLS, Esq;  
 Late vice-admiral and comptroller  
 of the royal navy,  
 Whose public and private character  
 Justly deserves remembrance,  
 If courage and conduct in a commander,  
 Fidelity and diligence in a commissioner,  
 Sincerity in a friend,  
 Usefulness in a relation,  
 Love and affection in a husband,  
 Care and indulgence in a parent,  
 And the strictest justice and honesty to all men,  
 Deserve to be remembered.  
 He died March the 21st, 1733,  
 Aged 69 years.

The following entry relative to this gentleman appears in the Lowestoffe register:

"In his public capacity no one had more at heart the true honour and interest of his king and country. As a sea officer he was beloved by all under his command: he was brave and valiant; nor was his judgment and conduct less than his courage. In his last office he was constant and unwearied in application; no one durst tempt him to alienate his trust. Of his family he was careful, indulgent, and tender: to his relations useful and generous: to his friend kind, sincere, and hearty: and to all the world a man of the strictest honour, justice, and honesty."

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this gentleman. We believe him to have obtained the command of a ship of the line not long after the accession of queen Anne; but nothing farther is known, with any positive certainty, till 1712. He was tried by a court-martial, held in the Downs, on the 4th of July in the following year, for a very singular offence, not only against the rules of the service, but all decorum, as a gentleman. On some trivial and insignificant dispute with his first lieutenant, he was imprudent, and violent enough to strike him publicly on the quarter-deck, and was accordingly, not undeservedly, sentenced to be suspended from all command, and to pay a fine equal to three months pay. After having continued under suspension upwards of two years, those who were entrusted with the administration of naval affairs at that time, in some degree relaxed from their severity, and he was put on the superannuated list with a pension of 123*l.* 3*s.* 9*d.* per ann. being a sum equivalent to the half-pay of the captain of a third rate.

MOSES, John,—in 1693, was appointed lieutenant of the *Guernsey*, a frigate of twenty-eight guns, at that time employed on the West India station under sir F. Wheeler. Not long after his return from thence, he was, on the 5th of March 1694, promoted to the command of the *Queenborough* frigate. He did not for some years obtain any consequential command, being principally captain of small frigates or yachts, and employed in attending king William to and from Holland. Towards the end of the war, however, he was advanced to the command of a ship of the line, which being put out of commission after the peace at Ryswic, he did not appear again in the service till after the accession of queen Anne, when he was made commander of the *Anglesea*, of forty guns, and sent to the West Indies, where he died on the 23d of October 1703.

OWEN, Edward,—at the latter end of the year 1692, was appointed first lieutenant of the *St. Alban's*, of fifty guns, a vessel at that time and during the following year employed as a cruiser under the command of captain Gillam. On the 7th of Aug. 1694, he was appointed cap-

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\* In this year he commanded the *Monmouth*, of seventy guns, one of sir Hovenden Walker's squadron on the expedition to Canada.

tain of the *Roebeck* fireship. He never obtained the command of any ship larger than a sixth rate, or was employed on any memorable service during the reign of king William; but immediately after the accession of queen Anne was promoted to the *Rochester*, a fourth rate, one of the ships stationed as a cruiser in the Channel. While thus occupied he displayed the greatest activity, which was accordingly rewarded with the highest success, he having captured a considerable number of French trading vessels of inferior note, together with two or three of those numerous privateers which at that time infested the coast, and a small frigate, new from the stocks, which was afterwards called the *Rochester's Prize*.

He continued to command the *Rochester*, as well as to be actively employed in the same line of service, till the year \* 1706, when he was promoted to the *Medway*, a third rate. He was immediately afterwards sent to the Mediterranean, on which station he does not appear to have met with any thing worthy to be related. He returned to England at the latter end of the year 1707; and in the month of June following we find him one of the captains under the orders of lord Dursley, who was commander of the squadron in soundings, stationed there for the protection of the different homeward-bound fleets. We find, as the only circumstance worth relating, that captain Owen was dispatched by his lordship, in the month of July, to convoy the homeward-bound East India fleet into Plymouth. We rather apprehend he never went to

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\* The most remarkable incident of his life, that we have been able to procure during this interval, is related in a letter from Dartmouth, dated May the 6th, 1705.

"On the first instant her majesty's ship the *Rochester*, captain Owen commander, brought into Torbay a re-taken ship, called the *Richard and Sarah*, of London, captain Wilkinson commander, richly laden and homeward-bound from Jamaica. This ship had been taken on the 25th past in lat. 51, by a privateer of St. Maloe, of eighteen guns and one hundred and sixty men, after a very sharp dispute, which lasted eight hours, in which she lost her main-mast. Captain Owen retook her on the 30th past, and gave chase also to the privateer, but could not come up with her. Captain Owen has likewise brought into Torbay a French privateer of twenty-four guns, which he took after a fight of five hours, wherein the captain and lieutenant of the privateer were killed. This ship is Dutch built: was taken from the Dutch about two years ago on the Dogger Bank, and can carry thirty-two guns."

sea after this time, as he died on the 8th of October following, his ship being at that time in port under repair.

PAUL, Richard, — served as first lieutenant of the Centurion in the year 1693; he was promoted to the command of the Jersey on the 23d of January 1694. We have no farther information concerning him, except that he died commander of a ship of war, in the West Indies, on the 17th of March 1701; but neither the ships, nor the particular services on which he was in the intermediate time employed are known.

PAXTON, Wentworth, — is supposed to have been a native of New England; and entering into the royal navy, was, on the 22d of January 1694, appointed commander of the Newport. He never obtained the command of any ship larger than a sixth rate; and retiring altogether from the service returned to New England, where he died sometime in the year 1736, or, as others say, not till three years after that time.

REDMAN, John, — was appointed acting commander of the Kitchen bomb-ketch either in the latter end of the year 1692, or early in the following spring. On the 3d of October 1694, he was promoted to be captain of the Loyalty. No other mention is ever made of this gentleman, but that he was put on the superannuated list, with the half-pay of captain of a third rate, in the year 1707, and died on the 29th of February 1727.

REEVES, William, — is reported to have been the son of sir William Reeves\*, a commander of the greatest eminence during the first and second Dutch war. The first information we have of this gentleman is, that he was appointed first lieutenant of the New Africa in 1693: on the 17th of August in the following year, having been sent to the West Indies, he was there promoted to the command of the Experiment, a frigate of thirty-two guns; in which ship he died on the 29th of October following.

RICHARDS, Charles, — was towards the latter end of the year 1692, appointed first lieutenant of the Tyger, of forty-two guns, one of the West India squadron sent out under the command of sir Francis Wheeler. On the 4th of December 1694, he was promoted to be captain of the

Firedrake bomb-ketch; and before the conclusion of the war obtained the command of a ship of the line. This is all the information we have been able to procure relative to this gentleman, except that, in the year 1702, he was sent to the East Indies commander of the *Severn*; in which ship he died there on the 23d of March 1703-4.

ROFFEY, Kerrit, or Kerril,—served as first lieutenant of the *Vanguard*, a second rate, in the years 1692 and 1693. On the 23d of January 1694, he was promoted to the command of the *Griffin* fireship. He does not appear to have met with any opportunity of distinguishing himself during the reign of king William, although he certainly was always considered as that very deserving character his conduct and gallantry in the following reign proved him to be, for he obtained the command of a ship of the line long before the conclusion of the war, and was continued in constant commission during the peace which succeeded it. After the accession of queen Anne he was appointed captain of the *Burford*, of seventy guns, as successor to sir Hovenden Walker. Accompanying sir Geo. Rooke to the Mediterranean in the year 1704, he was present and engaged both in the assault of Gibraltar and the action off Malaga. In the latter encounter he led sir Thomas Dilkes's division; and although he was very warmly engaged during the whole time, his expenditure of shot at Gibraltar not having been great enough to compel him to quit the line, as the want of this necessary annoyance did many others, his brave cotemporaries, he appears to have had the good fortune of sustaining less injury than any ship of his division, the *Swallow* excepted, having had only eleven men killed and nineteen wounded. In 1705 captain Roffey was appointed to the *Northumberland* and sent to the West Indies; from whence he returned, without having met with any remarkable occurrence, in the month of March 1706. In 1707 we find no other mention made of him but that he commanded the *Northumberland*, one of sir Thomas Hardy's Squadron, who was sent out to convoy the fleet bound to Lisbon\*. Captain Roffey was one of the witnesses examined, at the court-martial held in consequence of a most violent and totally-

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\* See page 21, et seq.

unfounded charge raised against the conduct of sir Thomas on that occasion, and by his fair and candid testimony very honestly contributed to the honourable acquittal of his much-injured admiral.

Whether this honest manly behaviour drew on him the resentment of men in power, and of those who were the enemy's of sir Thomas, we know not, but as we find no mention made of him after this time in any command, we consequently believe him to have retired from the service, to which he does not appear to have again returned. He is said by many, but very erroneously, to have been appointed lieutenant-governor of Greenwich-hospital some considerable time before his decease, which happened on the 11th of September 1716.

SMITH, John,—served as second lieutenant of the *Bredah*, rear-admiral Hopson's flag-ship, in 1693, at the time he accompanied sir George Rooke, who went out to convoy the unfortunate *Smyrna* fleet. His diligent and proper behaviour in that station procured his promotion, on the 23d of January 1694, to be commander of the *Mortar* bomb-ketch. He was not long afterwards removed into the *Hind*; and during the time he held the command of that vessel, a very singular and unfortunate accident befel him: he was unhappily afflicted with an intermitting delirium, occasioned by a calenture, from the effects of which he had not perfectly recovered. During one of these paroxysms, if the term be allowed, he wandered far from his ship, which was then laying in the Downs, and behaved in other respects in so extraordinary a manner, that he was taken into custody by the peace-officers, and committed, by a neighbouring magistrate, to Canterbury bridewell. Sir Cloudesley Shovel, under whose command he had been, soon as he was informed of this extraordinary circumstance, applied for, and obtained his release; and having afterwards made a proper enquiry into the cause as well as nature of his late distempered conduct, interested himself much with the lords of the admiralty, that captain Smith might be continued in the service. In this truly meritorious, and benevolent application, the admiral was happily successful; but the object of his patronage did not obtain any higher command, during king William's reign, than a sixth rate.

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From the number of naval commanders of the same name, we have not been able to discriminate so correctly one from the other, as to warrant us in reporting even the little information we have collected relative to them: it is, indeed, of a nature not very interesting, consisting merely of dates when those gentlemen commanded different ships. The most material circumstance we find is, that the York, a fourth rate, lost at Harwich, in the Great Storm which happened in the month of November 1703, was commanded by a captain Smith; but we are by no means authorised to assert, it was this very gentleman of whom we are now speaking. Thus far, however, we are warranted in saying, that in the year 1718 he was appointed a captain in Greenwich-hospital; in which honourable retirement he died, on 15th of June 1722.

SMITH, William, — was, in 1692, appointed first lieutenant of the *Sovereign*, a first rate, rear-admiral Aylmer's flag-ship during the ensuing summer, and under whom Mr. Smith continued to serve in the same station. On the 25th of June 1694, he was promoted to the command of the *Portland*: this ship was one of the cruisers stationed in the Channel, and off the coast of Ireland, for the protection of trade. Captain Smith being very active, was also remarkably successful, having particularly, towards the end of the ensuing year, captured several very valuable prizes. A fatal accident\* put a period to his life and services. On the 31st of December 1695, as he was passing from Plymouth-dock to the town, in the *Weymouth's* pinnace, accompanied by captain Jumper, who commanded the last-mentioned ship, and his lady, the boat overset, and captain Smith, as well as Mrs. Jumper, were unfortunately drowned.

STAPLETON, John, — was originally commander of a merchant-ship in the Streight's trade, and distinguished himself so remarkably in an action with a French frigate, that, as a reward for his gallantry, he was immediately received into the king's service. The ship he commanded was called the *Conquest*, mounting only eight guns, and manned with a crew of twenty men. He was bound home to England, from Seville in Spain, when he fell in,

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\* See Vol. II. p. 421.

off the rock of Lisbon, with a French frigate, carrying twenty-six guns and one hundred and eighty men. Captain Stapleton prepared to make the best defence he could against so unequal a force, being resolved not to submit tamely to the enemy. Having some spare ports he was enabled to bring over seven of his guns to the side he presented to his antagonist, whom he began to engage about one o'clock in the afternoon. He maintained the action with the greatest spirit till seven at night, by which time he had only four spare cartridges left, his boatswain, his carpenter, and six more of his people were killed; nothing now remained but to surrender: his guns, however, being all loaded, he resolved, as a last effort, to discharge them at his enemies rather than yield, while he had such ready means of annoying them. His ship took fire from the explosion of her own guns; and falling immediately on board the frigate, had nearly set her on fire also. Captain Stapleton taking advantage of this general confusion, escaped with his people in the boat, and happily reached Lisbon in safety. The French afterwards owned to having had twelve men killed and sixteen wounded, in this encounter which took place on the 14th of January 1694.

Captain Stapleton was, on the 26th of September 1694, made commander of the *Drake*, a sixth rate, and sent to cruise off the coast of Ireland, where he was unhappily lost on the 20th of December following, his ship being cast away, he himself and all his crew perishing.

STEVENS, Robert.—The first information we have relative to this gentleman is, that he was appointed captain of the *Solebay* on the 17th of August 1694. In this vessel, which was one of the Channel cruisers, and in which he continued during nearly the whole war, he much distinguished himself by his activity and diligence; but in the month of March 1695, was weak and rash enough to prefer a charge, so totally unfounded against captain Kerr, who was commodore of a small squadron, to which the *Solebay* belonged, that the reputation, which he had before deservedly acquired in the line of his profession, had scarcely sufficed to preserve him from that species of public neglect which rarely fails to overturn a man's future fame and fortune. He continued actively employed

ployed in the same vessel till the year \*1697, when he was promoted to a ship of the line, whose name does not appear, though captain Stephens continued to command it during the remainder of king William's reign.

After the accession of queen Anna he was appointed to one of the ships of the line sent, in the year 1703, to the West Indies, where he died on the 24th of February following.

SOULE, John, — was, at the latter end of the year 1692, appointed lieutenant of the *Mary* galley, a frigate of thirty-four guns, which, in the ensuing spring, was sent to Portugal to convoy thither the outward-bound fleet. On his return from this service he was appointed first lieutenant of the *Britannia*; and from that station promoted, on the 19th of October 1694, to be commander of the *Firebrand* fireship. Early in the following year he was sent to the West Indies under the command of commodore Wilnot, who advanced him, soon after his arrival there, to the command of the *Winchester*, a fourth rate, of sixty guns. The several events which took place during this very unfortunate expedition, have been already recapitulated in the life of the commodore†. The squadron was on its return to England, after its failure, in a wretched state of equipment, which was rendered more distressing and serious by a dreadful reduction in the crews of the different ships, occasioned by a disease incidental to that climate, which at that time raged with a violence little less than a plague.

In this wretched and distressed state they were overtaken by a storm not many days after they had quitted Jamaica. The *Winchester* was lost off Cape Florida; and captain Soule, in consequence of the bodily fatigue and mental vexation he had undergone, died in a few days afterwards, on the 1st of October 1695. Colonel Lillingston has been pleased to be exceedingly sarcastic in his account of the loss of this ship, and darkly to insinuate,

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\* During which time he captured a very considerable number of small privateers from the enemy, which, when taken collectively, was a success highly deserving notice; yet as these prizes were, in general, vessels of small service, they were individually too insignificant to be recounted.

† See Vol. II. p. 375.

it was not entirely owing either to accident or the intemperance of the weather: but it is extremely illiberal to aggravate misfortune by attributing to it a wrong cause; and the gross absurdity of the imputation is a sufficient refutation of the calumny.

**THOMPSON, Robert**,—was appointed, in 1692, first lieutenant of the *Dunkirk*, one of the ships sent out to the West Indies soon afterwards, under sir F. Wheeler. On the 9th of November 1694, he was promoted to the command of the *Africa*, hired ship of war. No other mention is made of him, but that he commanded a ship of the line during the peace. We believe this vessel to have been the *Stafford*, one of the *Streight's* squadron under commodore Munden, in the year 1699. In the year 1703 he retired from the service, being put on the superannuated list with an annual pension of 91l. This he appears to have enjoyed till the time of his death, which did not happen till the 30th of January 1728-9.

**TRENCHARD, George**,—was the descendant of a very ancient and respectable family settled in the county of Dorset. The first information we have relative to him, as a naval officer, is, that on the 14th of February 1694, he was appointed commander of the *Saudadoes*: he was promoted not long afterwards to the *Roebuck*, one of the ships under the command of sir Cloudesley Shovel in the Channel. In this command he died, on the 21st of April 1696.

**TUCKEY, John**,—was appointed second lieutenant of the *Sterling Castle* early in the year 1693: he was from thence promoted, on the 1st of January 1694, to be captain of the *Maidstone*. He died, as we believe, in the command of this ship on the 24th of September 1696.

**WATKINS, Robert**.—The only circumstance we know in any degree relative to this gentleman is, that he was appointed commander of the *Catharine* storeship on the 13th of February 1694\*.

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\* We must except that, in 1698, he was appointed joint-commissioner with captain Delaval, to treat with the Salletines for the redemption of such English captives as were in their possession. We believe this gentleman to have been appointed captain of the *Pearl* in the year 1700, but of that hereafter.

WAVELL,

**WAVELL, David**,—was, on the 15th of February 1694, made captain of the *Speedwell*, a sixth rate. He never appears to have had any opportunity of distinguishing himself, and not to have obtained any more consequential command than a small frigate, till after the accession of queen Anne, when he was made commander of *Colchester*. This vessel unhappily foundered at sea on the 16th of January 1703-4. The captain himself and the principal part of the crew perished.

**WILKINS, Michael**,—was, in the year 1693, appointed commander, with the rank of lieutenant, of a small sloop mounting two guns only, called the *German Spy*. Although little service could be expected from so insignificant a vessel, Mr. Wilkins soon rendered himself very conspicuous in the line of his profession, by capturing two or three privateers of much larger force than himself, and by taking some valuable merchant-ships of considerable burthen. This diligence and spirit was rewarded, on the 23d of February 1694, by his promotion to be captain of the *Experiment*; in which ship he died on the 16th of August following.

**WOODEN, John**,—was, on the first of February 1694, appointed captain of the *Blaze* fireship. No other mention is made of him during the reign of king William; but soon after the accession of queen Anne he was appointed to the *Deptford*, in which ship he died, at *St. Jago*, on the 2d of May 1704.

## 1695.

**ADAMSON, Charles**,—was, in 1693, appointed second lieutenant of the *Royal Oak*, of sixty-four guns; on board which ship sir George Rooke immediately afterwards hoisted his flag as commander-in-chief of the convoy sent out with the *Smyrna* fleet. On the 2d of September 1695, he was promoted to the command of the *Suffolk* Hag-boat; according to other lists of naval officers, he was only

only appointed acting captain of this vessel, and was not advanced to the permanent rank of a commander till the 23d of January 1697, when he was made captain of the *Crescent* fireship. No other mention is made of him, and we know him never to have obtained any more consequential command than the foregoing, during the reign of king William. On the accession of queen Anne he was appointed captain of the *Swallow* of fifty guns. He did not, however, long retain the command of this vessel, being dismissed from it before the end of the year 1702, by the sentence of a court-martial held on him for making false musters.

This charge, however, made against him, appears to have been thought not perfectly well established; or, at least, the sentence passed on him was held too severe, for he soon afterwards received a pension of 731. per ann. and was, about the year 1705, restored to the service, and appointed to command a ship of the line. He died in the *West Indies* on the 27th of February 1707, being at that time captain of the *Greenwich*, or, as others say, the *Experiment*.

**BENNET, John.**—The first information we have of this gentleman is, that he was appointed captain of the *Coronation*, hired ship of war, on the 1st of May 1695. No other notice is taken of this gentleman, but that he died on the 30th of January 1716, having for some years retired from the service.

**BOWLES, Valentine,**—served as second lieutenant of the *Neptune* in the year 1693; but we know nothing more of him till we find him, on the 3d of April 1695, appointed commander of the *Machine* fireship. He was, not long afterwards, promoted to the *Prince George*, an hired frigate of war; and from thence was, almost immediately removed into the *Sheerness*. He was dismissed both from the command of this ship and the service by the sentence of a court-martial, held on the 27th of October 1698. The particular nature of his offence is not mentioned, nor is the time of his death known.

**BRIDGES, Simon, or Timothy \*,**—served, in the year

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\* He is, in different lists, variously styled Timothy, Thomas, and Simon. To the sentence of the court-martial held on sir J. Menden he

year 1693, as second lieutenant of the *Grafton*, of seventy guns, at that time commanded by captain Thomas Warren. On the 2d of June 1695, he was promoted to the command of the *Swap*, a small frigate, then under the orders of commodore Wilmot in the West Indies; by which commander he was afterwards removed into the *Terrible*, a fireship. No other mention is made of him, either as to his command (which does not appear to have been consequential) or the station on which he served, till after the accession of queen Anne; and we even then continue for a considerable time before we find him employed in any species of service worth remembering. He was, indeed, towards the latter end of the year 1702\*, appointed commander of the *Loo*, and sent to Lisbon with an outward-bound convoy, under capt. Cleveland in the *Montague*.

Returning from thence with such ships as were ready to sail in the month of February 1703, the whole fleet was dispersed in a violent gale of wind, which happily, however, was productive of no other ill consequence. Towards the end of the year 1705, he was promoted to the command of the *Kingston*, and not long afterwards sent to the West Indies, where, in consequence of his notorious misbehaviour in the attack of the Spanish galleons, a particular account of which has been already given in the life of sir Charles Wager †. He was, by the sentence of a court-martial, dismissed the service. After this time nothing relative to him has come to our knowledge ‡.

COTTEN,

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he signs himself Timothy Bridges. In the MS. notes and sentence of that afterwards held on himself he is called Simon Bridges. 1

\* He was also one of the members of the court-martial assembled, in the month of July 1702, for the trial of sir John Munden.

† See his life, Vol. II. p. 441.

‡ "At a court-martial held on board her majesty's ship *Expedition*, at Port Royal, in Jamaica, the 23d of July 1708, captain Simon Bridges, commander of her majesty's ship the *Kingston*, was tried for not having performed his duty in a late action with the Spanish galleons, on the coast of Carthageva, in New Spain, on the 28th, 29th, and 30th of May last; and it did appear by evidence, upon oath, that the said captain Simon Bridges, through misconduct, did not use his utmost endeavour to engage and take the enemy, on the 28th of May last, at night; and that he did too negligently pursue the chase of the Spanish

**COTTEN, Richard, (2d)**—was appointed first lieutenant of the *Kont*, of seventy guns, in the year 1693; on the 14th of January 1695, he was promoted to the command of the *Virgin Prize*. No other notice is taken of this gentleman, but that he died in the *West Indies* commander of the *Reserve*, a fourth rate, on the 31st of October 1705.

**CULLIFORD, Richard.**—The first commission we have been able to discover as borne by this gentleman, was that appointing him captain of the *Maidstone* frigate, dated June the 9th 1695. He never obtained any more consequential command, or had any opportunity of distinguishing himself till after the accession of queen Anne. On the commencement of the war with France, in 1702, he was appointed to command the *Hastings*, a fifth rate, of thirty-four guns, and principally employed during that, and part of the following year, in conveying the coasting trade from port to port. In 1704 we find him to have been promoted to the *Leopard*, of fifty guns, and sent to the Mediterranean under the command of sir G. Rooke. He was not, however, personally concerned in either of the two great events which rendered that expedition memorable, not having been ordered to assist in the assault of Gibraltar, and being detached for *Terceras*, under the Dutch admiral *Vanderdussen*, a few days before the engagement off *Malaga* took place. So little consequential was the service in which he was employed after this time, that we do not find any mention made of him till the year 1711, at which time he commanded the *Humber*, of eighty guns, one of the Squadron sent on the expedition against *Quebec*, under sir *Hovenden Walker*. This ship being too large for the navigation of the river *St. Lawrence*, was sent home by the admiral, and captain *Culli-*

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Spanish vice-admiral on the 29th and 30th; and that he left off chase when within shot of the said ship, doubting the pilot's knowledge, and being near the shoal called the *Salmadinas*, though the pilot offered to carry the ship within the said shoal after the said vice-admiral: but no want of personal courage being alledged against him, this court does only find him guilty of the breach of part of the twelfth, and part of the fourteenth articles of war, and for the said offence do dismiss him, the said captain *Simon Bridges*, from being captain of her majesty's ship *Kingston*."

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ford does not appear to have held any commission after the peace at Utrecht. It is most probable he retired altogether from the service after this time, either on half pay or a pension: no notice, however, is taken of such a circumstance. He died on the 7th of May 1738.

CUTTER, Vincent,—was appointed second lieutenant of the Royal Catherine in the year 1693: on the 15th of April 1695, he was promoted to the command of the Archangel hired ship of war, one of the vessels under the command of lord Berkeley and sir Cloudesley Shovel, employed, as well before, as after that time, in the attack of the smaller French ports. He was soon afterwards promoted to the command of a ship of the line, which being put out of commission when the peace at Ryswic was concluded, he does not appear to have had any re-appointment, or, at least, no mention is made of one, till some time after the commencement of the ensuing reign.

We believe him to have been principally, if not entirely employed on the Mediterranean station, where, in the year 1706, we find him commanding the Newcastle, of fifty guns: but the only mention we find made of him, out of the ordinary routine of service, is, that he was sent, in the month of September, to Oneglia, with a large supply of powder for the use of the duke of Savoy's army; and in the month of November following was ordered to Genoa, to carry from thence Mr. Methuen and suite, who was just before re-appointed envoy extraordinary from the queen of Great Britain to the court of Portugal. He was, not long after this time, removed into the Essex, in the command of which ship he died, on the 10th of April 1710.

DAY, Thomas,—was, at the latter end of the year 1692, appointed first lieutenant of the Dragon, of forty guns, one of the squadron sent, early in the following year, to the West Indies, under the command of sir Francis Wheeler. On the 5th of August 1695, he was promoted to be captain of the Saudadoes. No other mention, or notice of him whatever, is taken during the reign of king William; but in the year 1702 we find him appointed captain of the Blackwall, a small frigate; and in the following spring sent, under vice-admiral Graydon, to the West

West Indies, where he was promoted, immediately on his arrival, to the *Boyne*, of eighty guns, as successor to captain Cranby, who died in the month of December preceding. Captain Day himself did not long survive this advancement, dying in his new command on the 2d of August 1703.

DELAVAL, George,—is said, by some, though very erroneously, to have been the brother of sir Ralph Delaval, knight, of whom we have already given an account\*. This gentleman was the descendant of a different branch of the same flourishing and ancient family; and having entered early in life into the navy, after rapidly passing with much credit through the several subordinate stations, was, on the 28th of October 1695, appointed captain of the *Oxford*, a fourth rate, mounting fifty-four guns. No other mention is made of him during the reign of king William, a circumstance by no means extraordinary, when we consider how few opportunities of distinguishing themselves those officers meet with, who have the command of ships employed as cruisers at the conclusion of a war. In this line the *Oxford* appears to have been constantly employed. After the ratification of the peace at Ryswic, in 1698, he was appointed to a frigate, and sent to the Mediterranean, under the command of vice-admiral Aylmer. He appears to have been constantly employed during the two following years which he continued on that station, in the very important office of commissioner, or envoy to the several piratical states of Barbary and the emperor of Morocco. In the course of these delicate negotiations he appears to have displayed great adroitness and ability, having not only arranged and settled a treaty for the redemption of all the captives belonging to the English government, that were then throughout the whole Turkish territory in Africa, but also taken the proper measures that it should be afterwards faithfully carried into execution.

Returning to England in the month of May 1700, he was immediately promoted to the command of the *Tilbury*, of fifty guns, and sent back to Barbary with a

large merchant-ship, chartered for that purpose, under his convoy, to receive the several unhappy prisoners whose liberty he had been the fortunate means of procuring. He returned safe with his charge to the Downs, where he arrived on the 28th day of February 1701-2. He continued to command the same ship till the year 1705, but without having any opportunity of distinguishing himself worth recounting, till 1704, in which year he accompanied sir G. Rooke on his well-known expedition to the Mediterranean. Having held no part in the assault of Gibraltar, he made ample amends for his want of employment on that occasion, by the remarkable manner in which he signalised himself at the battle off Malaga which immediately succeeded it. The *Tilbury*, which, as we have already observed, was only a fifty gun ship, was but little calculated to sustain the shock of so heavy an action; nevertheless, it is mentioned as one of those belonging to sir C. Shovel's squadron which suffered most in that engagement. Captain Delaval does not, however, appear to have reaped any advantage from his exertions on this occasion, except the honour, for he was not promoted to any more consequential command till a considerable time afterwards. He continued to be wholly employed on the Mediterranean station, where there was very little, or, indeed, no opportunity of adding to his former laurels.

In the year 1706 we find him dispatched, by the earl of Peterborough and sir John Leake, to bring home the important news, that the siege of Barcelona was raised; and, as an additional compliment to him, his brother, Robert Delaval, was appointed to command the *Falcon*, the frigate on board which he himself was ordered to proceed, as a passenger, to England. On his return to the Mediterranean he was again sent ambassador to the emperor of Morocco; but the services on which he was employed after this time were of a nature so very uninteresting, that we find no mention whatever made of him till the 28th of March 1718, when he was promoted to be rear-admiral of the white. In this station he accompanied sir George Byng, afterwards lord Torrington, to the Mediterranean, having hoisted his flag on board the *Dorsetshire*, a third rate. He bore a very distinguished part in the celebrated action off Syracuse, having singly engaged

and captured one of the enemy's capital ships, the *Santa Isabella*. On the 10th of March 1718-19, he was advanced to be rear-admiral of the red, and after his return to England we do not find him to have again gone to sea. On the 16th of February 1722, he was, very deservedly, promoted to be vice-admiral of the white, an advancement he did not long enjoy, being unhappily killed on the 22d of June 1723, by a fall from his horse, while riding out for amusement as well as exercise, near his native place, Newcastle-upon-Tyne, in the county of Northumberland.

DOYLEY, Edmund,—appears, from the information of some, to have been the son, but according to the inscription on his grave-stone, the grand-son of sir W. D'Oyly, of Shottisham, in the county of Norfolk, baronet. His family was of great antiquity, and is said, by Camden, to have been a younger branch of a most ancient and honourable stock, bearing the same name and long settled in the county of Oxford. This division is said to have taken place about the time of Henry the Third, when John, son of Roger D'Oyly, married Rose, daughter and one of the coheirs of sir William Danstone, of Staffordshire, knight, the descendant of this gentleman having, in the reign of queen Elizabeth, married Anne, daughter of Edmund White, of Shottisham, in the county of Norfolk, esq. He became possessed of that estate in consequence of the death of Edmund White, his brother-in-law, without issue.

Captain Edmund D'Oyley having entered into the navy at a very early period of life, was, according to some accounts, on the 15th of January 1695, appointed commander of the *Play Prize*, a frigate of thirty guns; but, from other information, which we believe to be the most authentic, this commission does not bear date till the 6th of February. He soon after, obtained the command of a ship of the line, but was unfortunately employed in some services and stations so little consequential, that no mention whatever is made of him after the peace at Ryfwic. His ship being put out of commission, he was appointed page of honour to prince George of Denmark. On the prospect of a second rupture with France, he was sent to the West Indies, commander, as we believe, of the *Colchester*.

chester. He there contracted a disorder which proved fatal to him almost immediately after his arrival in England, whither he was obliged to return on account of his ill state of health\*.

DRAPER, John,—was, 'towards the end of the year 1692, appointed first lieutenant of the *Mordaunt*, one of the ships then on the West India station. In the month of August 1693, he was removed into some other ship, which was among those that returned to Europe about that time under sir Francis Wheeler. On the 18th of June 1695, he was promoted to the command of the *Hastings*, a new frigate of thirty-four guns, and was, immediately afterwards, sent to the West Indies; from whence he returned with a convoy of twelve merchant-ships. He arrived in Ireland on the 31st of December 1695, after having encountered a dreadful storm on his passage, which completely dispersed the vessels under his protection. After this time he continued to be employed in the command of the same vessel as a cruiser off the coast of Ireland and at the entrance of the English Channel. This ship was at last unhappily lost, off Waterford, on the 10th of December 1697; the captain, as well as all the crew perishing.

DARLEY, Edward. — The first account we have of this gentleman is, that he was appointed commander of the *Charles* fireship on the 25th of April 1695. No other mention is ever made of him after this time, except that he was, on the prospect of a war with

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\* He died at Bath, and was interred in the abbey church there. On a black marble grave-stone, laid over his remains, is the following inscription, affording us a concise account of the leading and most prominent particulars of his life.

Here lyeth the body of  
Captain EDMOND D'OYLY,  
Grandson of sir William D'Oyly, the elder,  
Of Shottesham, in the county of Norfolk, bart.  
Page of honour to his royall highness prince George of Denmark,  
And captain of a man of war,  
Who, in her majesty's service, in the West Indies,  
Got the distemper of the country,  
Of which he died here in the 29th year of his age,  
And 10th of May, A. D. 1703.

France, in 1701, appointed to command one of the ships sent out, under vice-admiral Benbow, to the West Indies, where he died, on the 30th of July 1702.

EDWARDS, John,—was appointed first lieutenant of the *Deptford*, of fifty guns, in the month of November 1692. He continued to serve in the same station during the following year; and after having acted in the same capacity on board divers other ships, was, on the 24th of April 1695, appointed to command the *Flame* fireship. He continued to hold the same station during the ensuing summer, and most probably till the conclusion of the war, as we do not find any mention made of him, in any other line of service. He continued for many years totally unnoticed, for we have not been able to procure any information concerning him till the year 1706, at which time he commanded the *Nassau*. He had the misfortune to run this ship a-ground, which being imputed to his neglect, he was ordered to be tried by a court-martial, which was assembled at Spithead on the 24th of December 1706, and sentenced to pay a fine of 123l. 3s. 9d. being equivalent to a year's pay, at 6s. 9d. per diem. He was, however, not discontinued from his command, as we find him sent out to Jamaica, in 1708, commanding officer of a small squadron, consisting only of the *Monmouth*, a third rate, the *Jersey*, a fourth, and the *Roebuck*, a fifth. These ships were ordered to join rear-admiral *Wager*, then commander-in-chief on that station, who was, on his part, instructed to send home such vessels as were not in a proper condition for service, under the command of captain Edwards, who was to remove into the Expedition, which had been Mr. *Wager's* own ship. We do not find any notice taken of him after his return, nor, indeed, any other mention made of him, except that he died, not having attained the rank of admiral, on the 12th of February 1726.

ELKINS, or EKINS, Thomas. — The first information we have of this gentleman is, that he was appointed commander of the *Ruby* Prize on the 15th of April 1695. The different services and commands in which he was from time to time employed, being very uninteresting, we do not find any other mention made of him till the year 1704, at which time he commanded the *Woolwich*, of  
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fifty four guns. He was dismissed from this ship by the sentence of a court-martial, held on the 11th of April in the above year, a charge being exhibited against him of having taken a quantity of gold dust out of a Dutch Guineaman, which he accidentally met with at sea. Whether it was supposed the charge was not sufficiently proved, or that there were some particular favourable circumstances in his case, which appeared to lessen his delinquency, we know not, but he was, after some time, received again into the service, and appointed captain of the Aldborough. His subsequent conduct, however, in some measure proved, by inference, his former sentence not to have been too severe, for falling again into some improper conduct, which is not specially and particularly stated, he was, a second time, and finally, dismissed the service, by the sentence of a court-martial, held on the 26th of June 1712. The time of his death is unknown.

ELLIOT, Stephen.—We have a very remarkable and honourable account of this gentleman's first entrance into the navy, as well as the cause of it. He was, originally, master of a small trading sloop belonging to the island of Jamaica, and being taken by a French frigate in the month of June 1694, was carried into Petit Guavas, in the island of Hispaniola. He there learnt that the French were projecting an attack on Jamaica, and most patriotically and spiritedly resolved to make his escape, and give the necessary intimation of the enemy's intention to sir William Beeston, the governor. He accordingly communicated his design to two of his fellow-prisoners, on whose courage and fidelity he could rely, and with their assistance seized an open canoe, in which they all three, after a very perilous voyage, reached Jamaica in perfect safety. This extraordinary and gallant enterprize being reported to king William, he not only immediately ordered a gold chain, of one hundred guineas value, and five hundred pounds in money to be given to captain Elliot, as well as fifty pounds to each of his brave companions, but also directed the board of admiralty to receive him into the navy, and give him at once the rank of captain, waving, on this occasion, that otherwise invariable rule of passing the several subordinate stations before he could regularly have obtained that honour.

He was accordingly, on the 14th of January 1695\*, appointed commander of the Maidstone frigate. He did not, however, long continue in this vessel, being very soon afterwards removed into the Charles galley. Being ordered to cruise in the English Channel, and off the coast of France, in the month of November he distinguished himself very much in the attack of a French convoy, of fifty small vessels, near Havre de Grace, and, notwithstanding they were protected by five private ships of war of good force, he captured two, and was so far successful as to drive a considerable number of the remainder on shore. In the month of May 1696, he had a second encounter of the same nature, but not with so much success. He was ordered to reconnoitre the port of Brest; and being close under the shore fell in with two French ships of war, one of them mounting forty-four, the other twenty-eight guns, having a number of coasters under their protection. The two ships of war immediately bore down to, and engaged the Charles galley, and had the good fortune to prevent captain Elliot from capturing any of their charge, the merchant vessels having got so far a-head as to be in security. The enemy having accomplished their only motive for engaging, were content to leave their single antagonist with, at least, the glory of having defended himself against two ships, the smallest of which was nearly his own force. He was, soon after this time, sent to convoy some merchant-ships to the Canaries, and back again from thence to England. After he had executed this service he was appointed to command a ship of the line, but neither its name, nor station are mentioned, although he continued captain of the same vessel during the whole of the peace. On the prospect of a war with France, in 1701, he was appointed to command one of the ships (the Scarborough) sent out to the West Indies under the command of vice-admiral Benbow. He died at Jamaica†

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\* As an additional proof of the high public sense entertained of his services on this occasion, his first commission, although not made out and issued, till the month of January 1695, was ante-dated on the 14th of June 1694; a singular and unprecedented compliment!

† Other accounts state, though erroneously, that he died in the East Indies.

on the 6th of December 1701, being the very day after the arrival of the squadron on that station.

FLETCHER, John, (2d).—The first information we have of this gentleman is, that he was appointed captain of the Hampshire on the 24th of May 1695: in the beginning of the spring 1697\*, he was sent to Hudson's Bay, where he was soon afterwards attacked by a French squadron which desolated the coast and settlements on shore, and destroyed the Hampshire as well as all the merchant-vessels that were found there. On this unhappy occasion captain Fletcher lost his life: the date given of this melancholy event is the 26th of August 1697.

GROINGE, John,—was, in 1692, appointed first lieutenant of the Lyon, of fifty-two guns, one of the ships sent, in the following year, to convoy the outward-bound Smyrna fleet. On the 27th of December 1695, he was appointed captain of the Seaford; in the command of which vessel he died, at sea, on the 14th of August 1696.

HADDOCK, Richard,—was the eldest son of the gallant and well-known sir Richard Haddock, who distinguished himself so much in the Dutch wars during the reign of king Charles the Second. We have already given some account of sir Richard, as well as of his family and descent†. Mr. Haddock pursuing the steps of his worthy father, and having entered early in life into the navy, was, in the year 1692, appointed fifth lieutenant of the Dutcheffs, a second rate. He was afterwards advanced to an higher station in the same rank of service, we believe to be first lieutenant of the London; and on the 20th of September 1695, was promoted to the command of the Rye, a cruising frigate in the Channel. While he held this station, which he continued to do till the conclusion of the war, he was very active and tolerably successful. Being put out of commission after the peace at Ryfwic, we hear nothing farther of him till the year 1704, at which time he commanded the Swallow, of fifty guns, one

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\* Some insist he was not appointed a commander till the 22d of January in this year, and that his former commission was only that of *acting* captain.

† Vol. I. p. 229.

of the fleet sent to the Mediterranean under sir George Rooke \*. At the battle off Malaga he was ordered, by the commander-in-chief, to lay, together with the Panther, two frigates, and two fireships, near a gun-shot to windward of the English line, that if the enemy should endeavour to break through with their fireships and galleys; they might act as a reserve, and be ready to repel them. His having been so much farther removed from the scene of danger than his companions, well accounts for his having had only one man killed and three wounded, in that memorable engagement.

We do not find any mention made of him, after this time, till the year 1707, when he was appointed to command the convoy sent with the Russia fleet, which was, for greater security, to be escorted as far as the Orkneys by a strong squadron, under sir William Whetstone. The misfortune which befel it † excited much clamour, and raised, very undeservedly, no inconsiderable murmur both against sir William and captain Haddock ‡, but more particularly the former. We do not, however, find this gentleman ever noticed in the line of active service after this time. It is not improbable, that disgust at this very unmerited ill treatment might probably have occa-

\* He was dispatched for the Mediterranean to cruise some time before the fleet sailed from Lisbon, as it appears he captured a fine frigate, mounting thirty-two guns, on the 14th of March, in the Streights.

† See Vol. II. p. 298.

‡ With how little justice, the following official account of this accident will shew.

"Two days after the departure of sir William Whetstone, the commander-in-chief of the Russia convoy, captain Haddock made a signal, by hoisting and lowering his colours eleven times, one after another, which the masters of the Russia ships did own they took was to acquaint them, that there were eleven sail in sight; but they, namely the masters of the ships that were taken, hearing no more of them for two days afterwards, and being within 100 leagues of Archangel, did trust to their sailing, and made the best of their way. Sometime after they fell into the enemy's hands they saw the three English ships of war, with the rest of the fleet, laying by in order to engage the enemy's squadron: in the interim whereof, the Russia ships made the best of their way towards Archangel; but our ships finding those of the enemy declined to give them battle, did soon make after the merchant-ships in order to conduct them in safety to their port."—*Gazette*, No. 4357.

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fioned this retirement. It is certainly, however, no slender proof how high this gentleman stood in the opinion of those who were at that time entrusted with the administration of naval affairs, that he was, in the year 1734, appointed comptroller of the navy, an office he continued to exercise for the space of fifteen years to the universal satisfaction of all parties and descriptions of men. Having attained a very advanced age, ill suited to the execution of so troublesome an office, he retired on a pension of 300 l. a year, in 1749, which he enjoyed till the time of his death, an event which took place in the month of April 1751, at Mile-End.

HERBERT, or HALBERT, Samuel.—Nothing is known of this gentleman. The only circumstance that entitles him to a place here, is, that he is said to have been appointed captain of the *St. Alban's* on the 23d of December 1695.

HICKMAN, John.—The first intelligence we have of this gentleman is, that he was appointed commander of the *Firebrand* fireship on the 14th of December 1695. He appears to have always continued in the same line of unprofitable service, for, after having commanded the ship above-mentioned during the remainder of the war, he was, on the prospect of a second rupture with France, in 1700, appointed to the *Hawke* fireship, of which vessel he died captain on the 12th of June 1701.

HODGSON, Thomas, or, as other accounts say, *Theophilus*,—was, in 1693, appointed first lieutenant of the *Royal William*, at that time commanded by the earl of Danby. He was, on March 16, 1695, promoted to the command of the *Queenborough* frigate. In less than a week after this appointment he had the good fortune to capture a small privateer belonging to Calais, called the *Esperance*. This is the only mention we have found made of him. The *Queenborough* was unfortunately lost; the captain and crew perishing with the ship on the 6th of May 1696.

HOLMES, Robert, (2d)—after having served with very great reputation for a number of years as a lieutenant of different ships, was, on the 2d of July 1695, appointed commander of the *Henry Prize*. He never attained any consequential command, as it appears he was put on the  
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superannuated list in the year 1711, with the half-pay of captain of a fifth rate only. The time of his death is uncertain.

HOOVER, John,—was, in 1692, appointed second lieutenant of the Vanguard, a second rate. We hear nothing of him afterwards, till he was, on the 16th of December 1695, promoted to the command of the Penfance. He survived this advancement but a very short time, for being soon afterwards removed into the Flamborough, he died captain of that ship on the 16th of September following.

JACKSON, Richard,—was, on the 5th of February 1695, appointed to command the Play Prize. In the command of this vessel we believe him to have been succeeded, on the following day, by captain Edm. Doyley. The name of the ship into which he was afterwards removed does not appear; he was sent to the West Indies, where he died on the 16th of August following.

JACKSON, John,—was, on the 3d of August 1695, made commander of the Smyrna Factor. No mention is ever made of him in the service; and it is believed he never obtained any more consequential command than that of a frigate. He was put on the superannuated list in the year 1709, with a pension equivalent to half-pay. He died on the 25th of December 1724, or, as others say, 1725.

KENNEY, Thomas,—was appointed second lieutenant of the Hampshire, a fourth rate, in the year 1693. On the 9th of August 1695, he was promoted to the command of the Swan, a small frigate, in which he continued during the war without having an opportunity of distinguishing himself. After the accession of queen Anne he was appointed to a fifth rate and sent to the West Indies, where he was, in the year 1703, advanced to the command of the Falmouth, of forty-eight guns. This ship was taken by two French ships of war, on the 4th of August 1704, after a vigorous defence, in the course of which captain Kenney was killed. This circumstance has, however, been deemed of not sufficient consequence to be taken notice of by historians, who have been silent as to this engagement.

MOORE,

MOORE, Christopher,—was, on the 28th of June 1695, appointed commander of the *Mary* galley, and unhappily died, before he had any opportunity of distinguishing himself, on the 29th of April in the following year.

PASSENGER, William.—This brave and excellent commander was appointed third lieutenant of the *Royal Catherine* in the year 1692. After having served, with very distinguished reputation, in the same capacity on board different ships, he was promoted, on the 20th of May 1695, to the command of the *Vesuvius* fireship: he most probably continued in the same vessel during the war, as we do not find any mention made of him during the reign of king William. His advancement in the navy was extremely slow, a considerable number of years having elapsed before he had any opportunity either of distinguishing himself, or obtaining a command consequential enough to attract the notice of the public, by carrying any memorable enterprize into execution. On the accession of queen Anne he was appointed captain of the *Shoreham*, a frigate of thirty-two guns, and employed principally as a cruiser, or in occasionally convoying the coasting trade from port to port, and to and from Ireland.

The first information we have of him after this is in the year 1706, at which time he commanded the *Royal Anne*, a first rate, on board which ship sir George Byng carried his flag as vice-admiral of the blue squadron. He signalised himself in a most remarkable manner at the siege of Alicant, in the month of July, where the land-force, that could be spared from the main army, being found insufficient to the prosecution of so great an enterprize, it was deemed necessary to form a strong body of seamen, consisting of forty picked men from every ship in the fleet, to be commanded by naval officers, appointed by the commander-in-chief; of these captain Passenger was one. The land-forces destined to co-operate in, and which were indeed to have led the attack, were commanded by a very gallant officer of the name of Rapin, who was a major in lord Mohun's regiment. This gentleman pushed forward with the greatest expedition and spirit, in hopes of having the honour of being the first person who should enter the breach. His men were at first

first repulsed; and before he could rally them, the naval corps, with captain Passenger at its head, superceded him in his glorious attempt; and the latter is by some even said to have been, himself, the first man who mounted the breach. These authors farther add, that five of his boat's crew, who assisted him in climbing the breach, were killed and wounded; but that with the remainder of his people, who scarcely amounted to thirty, he kept the enemy at bay; and with very little other assistance is said to have put to flight a body of four or five hundred men, who had suddenly collected on the first alarm, taking from them several prisoners, among whom were two captains of horse. Major Rapin entering the town immediately afterwards, at the head of his grenadiers, the complete reduction of this important place was effected with the loss of only seventeen men killed.

This very spirited and successful undertaking is among those deserving the greater praise, as being made in a line of extraneous service, which, to say the least of it, a naval officer must be totally unaccustomed to the conduct of\*. It is very extraordinary, although a circumstance not altogether uncommon, that no mention is made of this gentleman after the above time, till the year 1717, at which time, high as was his rank in the service, he had no greater command than that of the Gloucester, a fourth rate, of fifty guns, one of the fleet sent, during that summer, to the Baltic, under the command of his former admiral, sir George Byng.

He does not appear to have ever gone to sea, as a naval commander, after this time; but, on the 25th of February 1719, retired on the very honourable appointment of commissioner of the victualling-office, a station he retained and exercised, with the highest credit, till the time of his death, which happened on the 10th of March 1728.

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\* Such is the account given of this memorable transaction, by Boyer, on what authority does not appear. It differs materially from that inserted by Lediard, Campbell, Leake, and others; but although the latter gentleman ascribes the honour of having first entered the breach to captain Evans, they all unite in bestowing that of having immediately followed him to captain Passenger. For the account alluded to, see vol. ii. p. 390.

POULTON,

POULTON, or POLTON, Thomas, — was appointed second lieutenant of the *Kent*, of seventy guns, in the year 1692. He was afterwards promoted to be first lieutenant of the *Cambridge*; and from that station advanced, on the 7th of February 1695\*, to be captain of the *Charles* galley. We find him stationed, during the course of this year, to protect the fishery off the coast of *Sussex*; a service, in which he acquired all the reputation that could be gained in such an employment, by an unwearied exertion of the only faculty by which he could, in such a station, possibly gain credit, diligence. The most remarkable incident, however, which particularly distinguished him was, his capturing two privateers off *Rye*, in the month of April, which had long reigned unmolested, and had committed very considerable depredations on that coast. His laudable attention to the unprofitable duties of this command, procured him to be promoted, towards the close of the year, to the *Gloucester*, a fourth rate; in which ship he was afterwards sent, under commodore *Moody*, to convoy the outward-bound *Turkey* fleet. In 1698 we find him captain of the *Weymouth*, one of the *Mediterranean* squadron, under the command of vice-admiral *Aylmer*; but a time of peace can furnish few or no incidents in the line of service that can professionally grace the life or character of a naval commander. Captain *Poulton* returned to England in the month of June 1699, but scarcely survived his arrival, as it is said by some, although it is much doubted by others, that he was killed in a duel, at *Portsmouth*, by *Mr. Cavendish*, on the 20th of the above-mentioned month. All agree in the time of this gentleman's death, notwithstanding they differ in the mode of it.

REEVES, Daniel, — was, in 1692, appointed second lieutenant of the *Dover*; and from thence promoted, in the following spring, to the same station on board the *Victory*; in which ship he continued to serve during the

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\* Some accounts make this gentleman to have taken post on the 4th of February 1693; but as no particulars are given, on the naked assertion only, we do not think ourselves warranted in preferring it to more specific evidence, which we certainly think more to be relied on.

following

following year. On the 28th of June 1695, he was promoted to the command of the *Deptford*, a fourth rate. He did not long continue in this ship, being appointed, on the 27th of November following, captain of the *Newcastle*. There are some who imagine this gentleman to have taken rank only from the latter appointment, but in this they are mistaken. During the time he held the command of the *Deptford*, he was employed as a cruizer under sir Cloudefley Shovel, who, for the principal part of the time alluded to, held the Channel command.

This gentleman does not appear to have been fortunate enough to have met with any opportunity of distinguishing himself out of the common routine of service; but by a diligent attention to the several duties of it, both during this and all his subsequent commands, he appears to have been esteemed, on all occasions, as a very deserving officer, having been retained in commission during the whole of the ensuing peace. He died commander of a ship of the line, but too soon after the recommencement of war with France and the accession of queen Anne, to have any opportunity of being more fortunate. His death took place on the 23d of September 1702.

**RIPLEY, William.**—The only particulars known relative to this gentleman are, that he was appointed captain of the Royal Transport on the 11th of December 1695, and was unfortunately drowned at sea in the month of August 1697, whether by the loss of the ship, or by what may be termed a private accident, does not appear.

**RUSSEL, William\*.**—We have no intelligence of this gentleman till we find him, on the 19th of August 1695, appointed captain of the *Play Prize*, a frigate of thirty-two guns. We do not find any other mention made of him, nor did he ever obtain, either during the reign of king William or afterwards, any higher command than that of a frigate. He died in the West Indies on the 30th of June 1703, being at that time captain of the *Experiment*, a frigate of thirty-two guns.

**SHEERMAN, Richard,**—is a gentleman of whom as little is known as of the preceding. The first intelli-

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\* He is supposed to have been the only son of lord George Russel, sixth and youngest son of William, first duke of Bedford.

gence we have of him is, that he was appointed captain of the Orford on the 26th of October 1695: and we have not been able to collect any other information concerning him, except that he died in the West Indies on the 15th of June 1699, being then commander of the Gloucester.

SWANTON, Thomas,—was appointed second lieutenant of the St. Michael, of ninety guns, in the year 1692. He afterwards served in the same station on board divers other ships; and was promoted to the command of the Queenborough frigate, on the 8th of May 1695. The early part of his service had nothing in it memorable enough to make its way into public notice; and he never, during the reign of king William, obtained any command superior to that of a frigate. On the recommencement of war with France, after the accession of queen Anne, he was appointed captain of the Exeter, of sixty guns, and sailed in that ship for the Mediterranean, in the year 1703, under the command of sir Cloudesley Shovel. That admiral, when on his return to England in the month of September, detached captain Swanton with a small squadron\*, of which he acted as commander or commodore, to Tunis and Tripoli, in order to renew the existing treaties of peace with those troublesome states. He was also ordered, that when he should have executed this part of his commission, he should repair to Scanderoon to join captain Jumper, who had a little time before been sent thither with a convoy.

He appears to have executed this trust with equal diligence, attention, and assiduity; and afterwards, according to his instructions, sailed for the Levant, where he put himself under the command of commodore Jumper; and, it is believed, returned with that gentleman to England in the month of December following.

We suppose him after this time, except during the year 1704, to have been generally, if not entirely, employed on the Mediterranean station: but no mention is made of him till the year 1711, and even then in no other way than as having been commodore of the squadron sent, with a reinforcement of troops for the army in Spain, from Vado bay to Barcelona. The peace at Utrecht being con-

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\* Consisting of the Exeter and Pembroke, fourth rates; the Tartar and Flamborough frigates, with one fireship.

cluded

cluded very soon after this, it is not to be wondered that we do not find any mention made relative to him in the line of service.

In the year 1715 he was appointed commissioner of the navy, resident at Plymouth; from which very honourable station he was, in the following year, advanced to be comptroller of the store-keepers of the navy accounts; and from thence promoted, in 1718, to be comptroller of the navy. This highly honourable office he continued to fill till the time of his death, which happened on the 17th of January 1722-3.

SYMONDS, John,—was appointed third lieutenant of the Elizabeth, of seventy guns, in 1692. We do not know what intervening commissions he held between this time and the 7th of December 1695\*, when he was appointed captain of the Vulture fireship. He was very soon afterwards promoted to the command of a ship of the line, and continued to be employed in that station during the ensuing peace. We do not find any other mention made of this gentleman, except that he died at Barbadoes on the 19th of January 1706, being at that time commander of the Jersey.

THATCHER, Thomas,—in the year 1693, served as first lieutenant of the Oxford, of fifty-four guns. We do not know any thing more of him till the 19th of October 1695, when he was promoted to the command of the Biddeford. He died in the West Indies on the 20th of August 1697, in what particular ship does not appear.

TOLLET, Anthony.—This very brave, and, in some respects, unfortunate man, was, at the latter end of the year 1692, appointed first lieutenant of the Foresight, of forty-two guns, a ship employed, during the ensuing year, on the Virginia station, whither she proceeded with a convoy. As this is the first information we have relative to this gentleman, so also have we not been able to learn any thing farther concerning him till we find him, on the 23d of March 1695, appointed captain of the Seahorse, a small frigate of twenty-four guns. He did not long remain in this vessel, having, by his diligence and activity so far recommended himself to the notice of men,

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\* Other accounts say this commission bore date on the 7th of May preceding.

in power, that he was very soon promoted to the command of a ship of the line; but nevertheless does not appear to have had any opportunity of introducing himself more publicly into notice, by any of those brilliant achievements which are, in general, indispensibly necessary to the acquisition of popular favour. He continued to command a ship of the line nearly during the whole of the ensuing peace; and we believe him, among other services, to have been employed, for a part of that time, on the Mediterranean station, under Mr. Aylmer.

As he had no distinguishable command for many years after the accession of queen Anne, but on the contrary appears to have been constantly employed on services in which it was next to an impossibility for him to acquire renown, it is by no means surprising that we do not find any mention made of him by historians. His principal employment appears to have been, that of conveying the coasting trade from port to port, or cruising in the Channel. The most consequential service in which we find him engaged, during this uninteresting period, was, in the month of September 1705, at which time he was captain of the *Kingsfisher*, a small fourth rate. He then acted as commodore of a small \* force, which was ordered to convoy the homeward-bound East India fleet; a duty he very diligently and successfully fulfilled.

Sometime in the course of the following year he was most deservedly promoted to the command of the *Assurance*, a third rate. He continued variously employed, and in no very memorable service, till the month of March 1708-9. He was at that time commodore of a small Squadron, having under their convoy a fleet of merchant-ships, homeward-bound from Ireland, when he unfortunately fell in with that well-known French commander, Du Guai Trouin, who had under his command a force much superior to that of the English. Captain Tollet's Squadron, when he sailed from Cork on the 25th of February, consisted of the *Assurance* of seventy guns, the *Sunderland* of sixty, the *Hampshire* and *Anglesea* of fifty guns each: he was afterwards joined by the *Assistance*, also of fifty guns,

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\* Consisting of the *Kingsfisher* of forty-six guns, the *Burlington* of fifty, and the *Dartmouth* of forty.

from Kinsale, with the trade from that port bound to England: but the Sunderland and Anglesea having lost company soon afterwards, he became much inferior to the French commodore, who had with him four ships of two decks, his own mounting seventy-six guns. Campbell has inserted an account of this action, taken, as it is said, from captain Tollet's own papers, but which is nothing more than a copy verbatim from the narrative of the action, given by Lediard in a note; and which itself is nothing but a modification of the *Gazette*, No. 4521, with the terms and language somewhat polished and amended. The letter itself giving the original account is dated on board the *Assurance*, in the *Hamoze*, March the 3d, 1708-9, and is to the following effect: "On Sunday last, sailing from Ireland, the *Anglesea* and *Sunderland* lost company with us, and went away with some part of our fleet. Yesterday morning, about five o'clock, we saw four sail standing after us, we steering away E. by N. the *Lizard* then bearing about N. N. E. distant, by estimation, about eight leagues. About seven they came within random shot and then brought to. We then made a signal for the *Hampshire* and *Assistance* to draw into a line, and another for the merchant-ships to bear away, which they took no notice of.

"About eight they bore down to us, having made the signal for a line; and when they came within musket-shot hoisted French colours. The commodore, who was in a ship mounting seventy guns or upwards, came ranging along our larboard-side, and fell on board us, so that we engaged yard-arm and yard-arm for almost the space of half an hour; during which he plied us so warmly with small shot, that he cut off most of our marines and seamen quartered upon deck: he after that, put off and fell soon after on board again on our lee-side; first ranging on our bow, and then on our quarter. We fired upon him, with the utmost vigour, our upper-deck and part of our lower-deck guns, so that we obliged him to quit us once more, standing away ahead of us towards the merchant-ships; then the three other ships, of forty and fifty guns each, came ranging along our side, firing several broadsides into us, and after that bore away as the former. The damage we

we received was very great, having our ship's side, in a great many places, shot through and through, our shrouds and back-stays cut to pieces, as also our main and false-stay, (now called the preventer-stay) which, if not timely seen, had occasioned the loss of our mast; our fore-sail and fore-top-sail were torn to pieces, the best bower cut away by their shot, one of the flukes of the spare anchor shot off, and the small bower by the enemy's boarding driven through our ship's bow. We endeavoured with what dispatch we could, to fix our rigging, which took up some time, and bent a new fore-sail, and fore-top-sail; after that, we all bore down to secure what merchant-ships we could, expecting likewise to engage the enemy again, which they declined, standing away to cut off part of our convoy, which might, if they had regarded our signal, have got in shore and been secure. Some we brought in here, and, when engaged, saw others bear away for Falmouth, so that we are not certain how many they took. The dispute lasted about two hours, in the beginning of which our captain was wounded upon deck, whither he was carried in a chair, having, for almost four months, being so ill as to be unable to go out of his cabin.

" Our first lieutenant was shot in the leg, which he got dressed and returned to his charge on the deck: our second was killed, as were also several of the French (refugee) officers, that we brought with us from Ireland, and some of them wounded. We are not certain how many of our own men were killed and wounded, not having been able to muster the remainder; but believe our loss has been very great, the action having been so severe, and the sharpness of the whole having lain upon our ship, which makes us believe the Hampshire and Assistance have not received any material damage.

" P. S. Captain Tudor, who commanded the Assistance, is dead of his wounds. This ship (the Assurance) had twenty-five men killed, and fifty-three wounded, some of them mortally. In the Hampshire were two killed and eleven wounded; in the Assistance eight killed and twenty-one wounded. The French officers who were on board greatly distinguished themselves, and by their

their gallantry contributed very much to the preservation of the ship \*."

Captain Tollet was, as appears by the foregoing account, wounded in the action, and is supposed by most people to have died in consequence, very soon afterwards: this, however, we believe to be a mistake; he certainly survived and lived for some years, although he does not appear to have returned to the service: and it is not improbable, that the injuries he received on this occasion might ultimately cause his death, the precise time of which is unknown.

URRY, William.—We find nothing said of this gentleman till he was, on the 5th of September 1695, appointed captain of the *Swallow*, of fifty guns. He does not, however, appear to have taken rank from this time, as captain of a fourth rate, his name being omitted in an official list of commanders of that class, made out at the conclusion of the peace. He was appointed to some ship, the name of which does not appear, and unfortunately acquitted himself so ill, that, according to the most favourable accounts, he was dismissed the service. Others treat this matter much more seriously, and insist he was actually condemned to suffer death, but afterwards pardoned. The particulars of the offence itself are no where positively mentioned; some persons affirming it was a mere neglect of duty only, otherwise a positive want of spirit.

WARD, John, (2d)—was, on the 27th of May 1695, appointed captain of the *Lyme*. No other mention is made of him till the year 1700, at which time he commanded the *Canterbury* galley, one of the small squadron

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\* It appears that the French chef d'escadre had but little reason to boast of his advantage; he lost a considerable number of his men, his ships were all of them very roughly handled and much damaged; and to counterbalance these losses, he took but five prizes, three of which only got into port, the remainder being wrecked on the coast of England. Monsieur Du Guai himself, and the French journalists, behaved on this occasion with an unusual candour which rarely marked their conduct, particularly at this time. They commended, in the highest terms, the bravery of the English, and were not ashamed to confess their own loss. They even acknowledged that their ships were most roughly treated, inasmuch, that had the force of their opponents been ever so little stronger, it would have been extremely difficult for them to have escaped.

at that time stationed in the Streights under commodore Munden. The most, and indeed only remarkable circumstance we have been able to meet with, relative to this gentleman's naval life is, that in the year above-mentioned, he brought to England an envoy extraordinary from the Tripoline states, with a present of Barbary horses for king William. No mention is afterwards made of him in the service, nor do we believe him to have held any other commission. He retired altogether from active life in the year 1705, with a pension of 91 l. 5s. a year, being equivalent to the half pay of that day given to the commander of a sixth rate. He died on the 19th of January 1717.

WARELL, or WORRELL, John,—was appointed commander of the *Adventure* on the 9th of April 1695; but, according to another account, which we believe to be authentic, did not take rank as a captain in the navy till the 23d of December following, when he was appointed to the *Chatham*. He was retained in commission we believe during the whole of the ensuing peace, being appointed, in 1697, to command the *Sorlings*, of thirty-two guns, and sent to Newfoundland in the following year. He sailed from thence as convoy to the ships bound for the Mediterranean, and conducted them with much attention to Leghorn, where he arrived in safety towards the latter end of November. He continued in the Mediterranean for a considerable time, but we have not been able to learn any thing farther of him during the remainder of king William's reign.

Nor were the services in which he was employed, after the accession of queen Anne, in any degree more memorable; for although we have reason to believe he was constantly in commission, we find no other mention made of him, except that he died in the West Indies on the 16th of December 1706, being at that time commander of the *Crown*.

WELBY, Joseph,—was, on the 26th of February 1695, appointed captain of the *Lizard*, a sixth rate. He was immediately ordered out as a cruiser in the Irish sea, where, by his diligence and activity, he met with great success against the enemy's privateers. He was for a very short time, in the month of May following, removed into

the Jolly Prize, a small frigate taken not long before from the French; but resumed his former command before the end of June\*. He was sent to the Mediterranean early in the following year, and was unhappily lost, off Toulon, on the 31st of May 1696, his whole crew perishing with him.

WHITAKER, Samuel,—is supposed to be the brother of the well-known sir Edward Whitaker. He entered very early in life into the navy; but we have no information of his having received any commission till the latter end of the year 1692, when he was appointed second lieutenant of the Essex. On the 15th of June 1695, he was promoted to the command of the Lark. This ship was, during the remainder of the year, attached to the squadron, commanded by sir Cloudesley Shovel, in the Channel; and, in 1696, employed in the same station as an attendant on the main fleet, under the command of the lord Berkeley of Stratton. Soon after this time he was promoted to a small ship of the line, which he continued to command during nearly the whole of the ensuing peace. Not long after the accession of queen Anne he was made captain of the Nottingham, of sixty guns. In this ship he accompanied sir George Rooke to the Mediterranean in

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\* The following little enterprize appears deserving of particular commemoration.

“ Extract of a letter, dated Pembroke, June the 30th, 1695.

“ On the 23d instant we had an account from Tenby, that a privateer sloop had chased a vessel on shore near the Town, and had taken another. Notice of this being sent to captain Welby, commander of his majesty's ship the Lizard, then in our harbour, he sailed immediately, without staying for the provisions he came hither to take on board, and went in pursuit of the privateer. About four in the afternoon he retook the prize, which was a vessel of about forty tons burthen, bound to Wexford. Being afterwards informed that the same privateer had that afternoon chased another small vessel over the bar of Berry, he followed him thither; but not thinking it safe to go in with the king's ship, he got a small vessel from Tenby, and putting on board her four of his guns, and forty men, went himself to take the privateer, leaving the charge of the Lizard to his lieutenant. On the 25th he got over Berry bar, shewing but six men on the deck till he came to an anchor along-side the privateer; who, after firing ten or twelve guns, yielded (without a man being hurt on either side) together with a small vessel, her prize.”

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the year 1704. In this expedition he bore a very distinguished share, having shewn the greatest gallantry both in the assault of Gibraltar, and the battle off Malaga which took place soon after. The services on which he was, after this time, employed, were not consequential enough to entitle them to any particular relation, even were we more accurately acquainted with their nature than we really are. His merit was, however, conspicuous enough, even in that quiet sphere of duty in which he moved, to attract the notice and attention of sir Cloudesley Shovel, who did him the honour, in the year 1706, to procure his appointment to be captain of the Association, of ninety guns; on board which ship he (the admiral) hoisted his flag as commander-in-chief of the expedition to the Mediterranean, principally destined against Toulon. This most honourable patronage was, however, in this present instance, an unfortunate one, captain Whitaker having experienced the same unhappy fate which befel his admiral, upon the Scilly rocks, on the 23d of October 1707.

WORTHINGTON, Samuel, — was, on the 28th of September 1695, appointed commander of the Virgin's Prize. His naval life was unhappily but of short duration, as he was drowned, at Harwich, on the 16th of October 1697, being at that time commander of the Poole.

## 1696.

ARRIS, Robert. — The first intelligence we meet with relative to this gentleman is, that he was appointed, at the latter end of the year 1692, to be first lieutenant of the *St. Andrew*, a second rate. He continued to serve with much reputation, and principally, we believe, on board the same ship, till the 28th of April 1696, when he was promoted to the command of the *Mermaid*. We believe him not to have quitted this ship till the conclusion of the war; after which he most probably continued unemployed till the re-commencement of hostilities with France, after the accession of queen Anne.

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He was, not long after that event took place, appointed to command the *Pembroke*, of sixty guns; and, in 1703, accompanied sir Cloudesley Shovel to the Mediterranean. He was dispatched by that admiral, together with the *Tartar*, commanded by captain Cooper, with a supply of arms, ammunition, and money, to the relief of the Cevenols, and to concert measures with their chiefs for their farther support at a future time. These ships quitted the fleet at Altea, and stood in to the gulph of Narbonne, having on board two French pilots, who were supposed to be extremely well acquainted with the coast, and three French refugee gentlemen, who went on board the fleet purposely to facilitate the communication between the insurgents and the allied fleet.

As the disappointment which took place in this expedition was highly grievous to the nation, we cannot, perhaps, do a greater justice to the character of captain Arris, than by giving a succinct account of the whole transaction, from which it will very evidently appear the failure was by no means owing to captain Arris, or to the commander-in-chief himself, but to a train of mismanagement and delays at home, added to a treasonable intelligence, through which the enemy had perfect knowledge of the whole intended plan of operations.

On the 4th of September, the *Tartar* and *Pembroke*, who had parted from the fleet a few days before, took a *Tartan*, near Ivica, of about eighty tons burthen, laden with corn and other commodities. The master, who was by birth a Frenchman, and a native of Agde, a town situated near the gulph of Narbonne, being brought on board the *Pembroke*, frankly told captain Arris, and his French passengers, that he was perfectly well acquainted with the nature of their expedition; and that when he was last at Agde, which was not long before that time, the marshal de Montreval, with several engineers, came to survey that coast; but not being able, on the spur of the occasion, to raise such fortifications as were deemed necessary for its defence, that general had ordered all persons, capable of bearing arms, to repair to certain rendezvous, which he assigned them, as soon as any alarm-guns should be fired from fort Brescou.

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The master farther added, that all Lower Languedoc was in the greatest consternation, from an apprehension that the allied fleet would land a body of troops in that country and relieve the Camisards. This account exceedingly surpris'd both the English commanders and the French messengers; they both began to doubt much the success of an expedition, of which it now appeared the French had long had notice, and had taken sufficient care to secure themselves from the consequences of an attack. On the 11th of September the Pembroke and Tartar had the good fortune to capture three French Tartanes, and on the 15th of the same month entered the gulph of Narbonne.

The pilots which had been provided for them proved so intolerably unskilful and ignorant, that the English captains were obliged to commit, in a great degree, the charge of the ships to their prisoners, particularly Trophy, the master, whom they had first taken: induced on the one side by promises, and on the other by threats, they proved very faithful to their trust, and were singularly useful. On the 17th they pass'd Narbonne, Vias, and Beziers; but as soon as the ships came in sight of Agde, four guns were fired from fort Brescou to alarm the inhabitants, who immediately assembled, well armed and in very formidable numbers. When they arriv'd off the port of Cette, two French gallies made towards the English ships, upon which captain Arris immediately stood off from the shore, hoping to draw the enemy after him; but the French perceiving this feint, took to their oars and immediately made the best of their way back to the port. On the same day captain Arris held a council, at which captain Cooper, the three French gentlemen, and the pilots assisted, when the following resolution was agreed on:

“ September 17, 1703, at nine in the morning, at a consultation held on board her majesty's ship the Tartar, in the gulph of Narbonne, off Agde, it is resolv'd, that, as the wind is now W. S. W. it is best for the ships to anchor between Port Cette and Pequai, and if we believe ourselves not near enough to make signals from our ships, to send our boats as near as possible we can, to make them for us, in order to give our friends notice of our arrival.

This

This result is agreed on by the persons who have hereto set our names,

Charles Portales,

B. Arris,

Paul la Billiere,

J. Cooper."

S. Tempie,

Samuel Paquie,

Elias Tessier,

The wind shifting soon afterwards to the south-west, and falling almost to a calm, the English ships were unable to reach their place of destination that night; the Tartar, therefore, was ordered to make sail and stand as close in towards the shore as possible; which that ship accordingly did, and the next day came to, in ten fathom water, as did the Pembroke in thirteen, being at that time about two miles distant from the land: they there made the necessary signals, as they were directed by their secret instructions in the hand-writing of lord Nottingham. The French emissaries finding the signals were not answered, proposed to captain Arris, that they would themselves go close to the shore to procure intelligence, if possible, provided he would furnish them with a boat, well-manned and armed for that purpose. This spirited offer being eagerly accepted, the boat was ordered to be ready by break of day; and the Tartar was also intended to be sent in, for their better protection, as close to the shore as her draught of water would permit. When the appointed time arrived it unluckily fell dead calm; and the two galleys, already mentioned, having got out of the mold, and laying on their oars ready to intercept any boat that should attempt to approach the land, it was not thought advisable to prosecute the enterprize; and a second council, which was immediately convened on board the Pembroke, came to the following resolution:

" Dated on board the Pembroke, September the 18th, at twelve o'clock, distant 4 leagues N. W. from Cette.

" In pursuance of the resolution of the council held yesterday, in the morning, on board the Tartar, in which it was decided to anchor between Port Cette and Pequai, the necessary measures were taken to carry the same into execution; but the wind shifting from the west north-west, to the south-west, and falling almost calm, the pilots did not think it advisable to anchor, as they could not

not get the ships near enough to the shore. At six in the evening a fresh breeze at west having sprung up, the Tartar was ordered to stretch a-head, as was immediately done, that ship having stood into ten fathom water, the land by judgment about two miles distant. The signals were then made as directed in captain Arris's order, who himself repeated the same in a short time after. No answer, however, was made from the shore; upon which the ships stood off all night with little wind, blowing unsteadily from every different quarter in the compass, as witness our hands." Signed as the last.

"At a consultation held on board her majesty's ship Pembroke, this 18th day of September, it was the opinion of the pilots not to venture in shore again for fear of the many alterations of the wind, which now take place, added to the fear of that tempestuous weather usual at this time of the year. This opinion being confirmed by the testimony of the French prisoners, the captains, Arris and Cooper, having advised with the aforesaid French gentlemen, in relation to the aforesaid pilots opinion, have thought it necessary to make the best of their way to the general rendezvous, since nothing more could be attempted. Witness our hands." See page 122.

In consequence of the foregoing resolution, the Pembroke and Tartar sailed for Leghorn, where they arrived on the 23d of September, after having encountered a violent storm while working out of the gulph of Lyons. As soon as the Pembroke and Tartar joined the fleet, captain Arris made a report of the expedition to the admiral. Mr. Portales, and Mr. La Belliere also, who had been eye-witnesses of the captain's good conduct and zeal in that service, having afterwards waited on sir Cloudefley, he told them "he was very well satisfied with what they had done since they had made that gulph, which was before looked upon as unapproachable, accessible and easy for all undertakings. And though (added the admiral) you have not succeeded in the design of giving relief to our friends, the Cevenois, yet they will see we have been as good as our word. I am also the more glad of your discovery, because it will be easier in future to relieve them that way, if we send a squadron early into the gulph." Such was the end of an expedition, of which

which the most sanguine hopes and expectations had been formed in England; but we certainly have seen that no part of its failure can be imputed to captain Arris.

He was soon after his return to the fleet, sent by the admiral, with commodore Swanton, to Tripoli and Tunis. From thence they afterwards proceeded to Scanderoon, according to their instructions, and joined captain Jumper, with whom they returned to England in the month of December. Captain Arris appears to have been after this time, except during the year 1704, principally employed on the Mediterranean station, where the same poverty of events, which deprived so many of his brave contemporaries of any opportunity of distinguishing themselves, extended the same baneful influence to spirited and eager gallantry in his case also. We hear nothing of him after this time till the year 1711, when he commanded the Devonshire of eighty guns, one of the ships sent out under sir Hovenden Walker, on his unfortunate expedition against Canada. When the fleet was about to enter the river St. Lawrence, captain Arris removed into the Windsor, which was only a sixty gun ship; and the following reason is given by sir Hovenden for this measure, which might otherwise appear extraordinary.

“ It being the opinion of every body that the Humber and Devonshire were too big to venture up the river as far as Quebec, people generally representing the navigation of that river as very dangerous, I therefore ordered them home, and have hoisted my flag in the Edgar; and the general going on board the Windsor, captain Arris went to command her.”

Nothing could certainly have been a greater compliment to captain Arris than such a removal, when the cause of it is properly considered. He returned to England with sir Hovenden in the month of September; and it is not at all necessary to enter more into the account of that expedition, of which a full detail has already been given in the life of that admiral\*. We do not believe this gentleman ever went to sea after his return to England; and in 1714 he appears to have entirely quitted the line of active service, being, on the 20th of December in

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\* Vol. II. p. 459, et seq.

that year, appointed a commissioner of the victualling office. This station he continued to hold till the time of his death, which happened on the 7th of January 1719.

**BROWN, Richard,**—was, in the beginning of the year 1693, appointed second lieutenant of the *Centurion*, a fourth rate, at that time employed as a cruiser off the coast of Scotland. We hear nothing of him after this time till the fourth of May 1696, when he was promoted to the command of the *Hawke* fireship. No other notice whatever is taken of him during the reign of king William; nor indeed do we find him, after the accession of queen Anne, commanding any very consequential ship, or employed in a service memorable enough to be particularly recorded. He died on the 12th of Nov. 1706, being at that time commander of the *Hazard*, a ship of war mounting fifty-two guns, taken a few years before from the French by captain, afterwards sir John Norris.

**CAVE, Clempson,**—was, in the year 1692, appointed first lieutenant of the *Tyger Prize*, a fourth rate. After having served in the same station on board one or two other ships of the line, he was, on the 3d of Oct. 1696, appointed captain of the *Essex Prize*. We do not find any other notice taken of him during the reign of king William, nor did he in that period ever obtain the command of any ship larger than a frigate. No mention whatever is, indeed, ever made of him after his first appointment to the rank of captain in the navy, not even to communicate to us the time of his death.

**COOPER, John.**—We know nothing of this gentleman till he was, on the 29th of January 1696\*, appointed captain of the *Pensance*. His rise in the service itself was remarkably slow, and the nature of his appointments perfectly uninteresting, for we do not find the smallest mention ever made of him till the year 1711; at which time he commanded the *Swiftsure*, one of the Squadron sent out, under sir Hovenden Walker, on the unfortunate expedition against Canada. Before the Squadron entered the river St. Lawrence, it was held necessary to send

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\* We believe him in the preceding year to have commanded the *Martin Ketch*; he had not, however, while in this station, the rank of a captain in the navy.

home

home the Humber and Devonshire, two ships of eighty guns, which were thought too large to encounter the difficulties of so dangerous and intricate a navigation. On this occasion he removed from the Swiftsure into the Devonshire. Hostilities being suspended not long after this time, by the peace concluded at Utrecht, we hear nothing farther relative to captain Cooper till the year 1720, at which time he commanded the Suffolk, of seventy guns, one of the fleet then under orders for the Baltic. The leading particulars\* of the expedition, as well as those political reasons which induced the equipment of this force, have been already given in the life of sir J. Norris†. We do not find captain Cooper to have ever gone again to sea after his return to England, where he died on the 11th of September 1728.

CRANBY, John, — was, in 1692, appointed third lieutenant of the Norfolk. After continuing some years in the same rank, and being promoted to be first lieutenant of one of the flag-ships in the year 1695, he was advanced, on the 25th of September 1696, to be commander of the Humber fireship. Early in the following year he was made captain of the Dunwich, and sent, under the command of commodore Norris, to Newfoundland. He was, while on that station, one of the naval officers who, jointly with those of the army, composed the council of war, in which it was decided against putting to sea and seeking to attack the French. Captain Cranby, however, appears to have been of a very different opinion, having voted against that resolution, and seeming to have acted then, as well as on every other occasion, with the most becoming spirit.

He was sent home by the commodore in a few days afterwards‡, with the account of his situation, and early  
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\* Which were perfectly of a pacific nature.

† Vol. II. p. 354.

‡ Extract of a letter from Falmouth, dated August 18, 1697.

“ Yesterday arrived here the Dunwich, captain Cranby commander, in fifteen days from St. John's, Newfoundland, where he left the squadron under the command of captain Norris, and the land-forces commanded by captain Gibson, who have re-fortified that place. The whole

in the next year was advanced to be captain of the *Pool*, of forty guns, one of the ships retained in commission notwithstanding the peace at Ryswic. In the beginning of the ensuing summer he was ordered for the Mediterranean, together with other ships, for the purpose of over-awing and restraining the depredations of the Sallctines, and other piratical states of Barbary. On his passage thither he fell in with a part of the Spanish *flota*, homeward-bound from the West Indies. It had just before encountered a dreadful storm, in which one of the principal ships had foundered with an immense treasure on board, and the rest had been much separated and reduced to the greatest distress. Captain Cranby exerted himself in the highest degree to relieve their wants, in as great an extent as prudence and attention to the preservation of his own people would possibly permit him; and to his timely succour the remainder of this valuable fleet was principally indebted for its safe arrival at Cadiz not long afterwards.

Captain Cranby himself had the misfortune to be overtaken a few days after by a violent gale of wind, which he was fortunate enough to weather; though not without so much damage to his masts and rigging, that he was obliged to put into Cadiz to refit, and was fortunate enough to reach that port on the 4th of June. Having re-equipped his ship, he sailed for the coast of Barbary towards the latter end of the same month; but does not appear to have met with any occurrence worthy of being commemorated during the time he continued on that station. He remained there in the same, we cannot say inactive, but little memorable service, both this and the following year. We hear nothing of him after his arrival in England, whither he returned in the year 1700, except that, when the fleet was on its return from the

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whole country from Cape Boniface to Cape de Raze is in possession of the English, who have had a very good season for fishing. When the *Danwich* left St. John's, it was asserted that the marquis De Nesmond, with fifteen sail, were cruising off Cape de Raze, and it was thought he intended to join the *seur De Pointis*, who came some days before into Conception bay, from the West Indies, and was afterwards met forty leagues from shore, supposed to be bending his course towards France." — *See the life of sir John Norris, Vol. II. p. 343.*

expedition

expedition against Cadiz, in the year 1702, he was promoted to the command of the *Boyne*, of eighty guns\*, as successor to lord Archibald Hamilton, who was removed into the *Eagle*; this was an honour he unfortunately did not long survive, dying on the 19th of December in the same year.

**DRAKE, John**,—During the years 1692 and 1693, served as first lieutenant of the *Mary*, of sixty-two guns. He was, in 1694, promoted to the same station on board a second rate; and was, on the 15th of January 1696, appointed captain of the *Seahorse*. In the following year he, as well as the gentleman of whom we last gave an account, accompanied commodore, afterwards sir John Norris, to Newfoundland: but during the time he was thus employed, we do not find any thing in his conduct more worthy of remark, than that, at the council, to which we have alluded in our account of the last-mentioned gentleman, he was totally of a different opinion from him, voting that the fleet should wait the enemy's attack, instead of spiritedly seeking them at sea, as the commodore himself wished. Captain Drake did not long survive this event, dying on the 22d of November 1697.

**DYER, Nicholas**,—was, in the year 1693, appointed lieutenant of the *Sapphire*, a fifth rate, one of a small squadron stationed, during that year, to follow the orders of the lord lieutenant of Ireland. On the 10th of December 1696, he was promoted to the command of the *Dolphin*; and being in a short time after advanced to be captain of the *Lincoln*, died in that vessel at sea on the 4th of June 1697.

**FISHER, Thomas**,—is known only as having been appointed commander of the *Truelove* bomb-ketch in the year 1695. He was promoted to be captain of the *Mermaid* frigate on the 11th of April 1696, and died in the *West Indies* on the 7th of March in the following year.

**HOPSON, Edward**,—supposed to have been the brother of vice-admiral sir Thomas Hopson, of whom some account has been already given †. The first information we have concerning him is, that in the year 1693, he

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\* And sent to the *West Indies* under commodore Walker.

† Vol. II. p. 50.

served

served under that admiral as first lieutenant of the *Bredah*, of sixty-two guns, during the time he accompanied sir *George Rooke* in convoying the outward-bound *Smyrna* fleet. It is not improbable he continued with his gallant relation till he was promoted to the rank of captain, but of this we have no proof to be positively relied on. On the 24th of July 1696, we find him promoted to the command of the *Thunderbolt*, a small frigate, employed during that and the following year, as a cruiser in the Irish sea. No other mention is made of him during the reign of king William. On the accession of queen Anne, and the re-commencement of war with France, he was appointed to command the *Mary*, a fourth rate, under rear-admiral Beaumont, who had hoisted his flag on board that ship as commander of the squadron fitted out to block up the port of Dunkirk.

The melancholy fate of that worthy admiral, as well as of his ship, has been already related\*: but captain Hopson was not personally involved in that great and national misfortune, farther than the grief he must naturally have felt at the untimely loss of so many brave men, a loss still encreased by that of his commander also, a man whom he, with the greatest justice, both respected and revered. Captain Hopson, together with the purser, were both, happily for them, on shore at the commencement of that tremendous hurricane, well known by the pre-eminent name of the Great Storm. And thus it was they escaped experiencing its dreadful effects, which proved fatal to all the persons who were on board the ship, one man only excepted, who was, almost miraculously, preserved.

During the remainder of the war captain Hopson appears to have been principally, if not wholly, stationed in the Mediterranean. It is most probable, that after the late dreadful misfortune, a new ship, called the *Mary*, was immediately built, and the command given to him, as a particular compliment, for, in the year 1706, we find him captain of a ship of that name on the last-mentioned station, and in which he continued during the remainder of the war. The inactive, sluggish, and totally defensive conduct, on the part of the enemy, which they uni-

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\* Vol. II. p. 219.

formly adopted in that quarter of the world, prevented captain Hopson, in common with the rest of his brave cotemporaries, from effecting any service sufficiently memorable to deserve particular recital. This circumstance, added to the peace, which was concluded at Utrecht in the beginning of the year 1713, prevents our saying any thing farther relative to him till the year 1715, when we find him captain of the *Burford*, of seventy guns, one of the fleet put under the command of sir John Norris, for the Baltic. We meet with no information concerning him after this time, till the year 1719, when he was, on the 8th of May, very deservedly promoted to be rear-admiral of the blue. He hoisted his flag on board the *Dorsetshire* in a few days afterwards, being appointed second in command of the fleet then under orders, like that in which he last served, for the Baltic. No mention is made of admiral Hopson in any account given of this very uninteresting expedition, nor is it even positively known whether he accompanied sir John Norris thither.

In the following year, however, still having his flag on board the *Dorsetshire*, he was again ordered for the Baltic under the same commander-in-chief: but the force destined for that service being much more formidable than it had been in the preceding season, an additional flag-officer (R. A. Hozier) was appointed to a command in it, who being senior to Mr. Hopson, he consequently became third in command. This fleet consisted of twenty ships of the line, and a proportionate number of frigates and small vessels: but the events of this expedition were not, in any degree, more interesting than those of the last had been. In 1721 he sailed, for the third time, to the Baltic, in the same station, and under the same commanders; with whom he also experienced a naval campaign as dull and uninteresting as the former.

On the 16th of February 1722, Mr. Hopson was promoted to be rear-admiral of the red; but we do not believe him to have been again employed till the year 1726, when he was appointed to command a small squadron, consisting only of four or five ships, ordered for Gibraltar in order to frustrate any sudden attempt that might be made by the Spaniards on that important place. On his passage thither he was overtaken by a violent gale, which

shattered

shattered some of his ships in so great a degree, that he was obliged to put into Lisbon to refit. He sailed after this was effected for the Straights, where he joined, and put himself under the orders of sir John Jennings, who had been sent out a short time before with a squadron of nine ships of the line; and the appearance of so formidable a force, ready for the instant commencement of hostilities, had at least the good effect of inducing the Spaniards to wish avoiding them.

On the return of sir John Jennings to England, Mr. Hopson was left behind commander-in-chief on that station; and on the 19th of April 1727, was advanced to be vice-admiral of the blue. The conduct of the Spaniards becoming, towards the end of this year, wonderfully equivocal, and bearing every appearance of menacing, if not actually intending hostilities, sir Charles Wager was ordered for Gibraltar with a squadron of six ships of the line, where he was to take Mr. Hopson\*, and his ships under his command. A variety of events, although not of a very interesting nature, took place, as we have already related in the life of sir Charles Wager. The difference was at last put into a proper train of negociation; but this was occasionally interrupted, by new and unforeseen objections almost daily started on the part of the Spaniards. To guard against any accident that might happen in case of a renewal of hostilities, it was deemed prudent to order Mr. Hopson to sail for the West Indies, a station which the death of sir Francis Hosier, in the month of August preceding, had left without an admiral. In pursuance of these instructions Mr. Hopson, having his flag on board the *Lion*, sailed from Gibraltar bay on the 17th of December, and arrived safe at Jamaica on the 29th of January. During his passage out, that is to say on the 13th of the last-mentioned month, a promotion of flag officers was declared at home, and Mr. Hopson was advanced to be vice-admiral of the white.

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\* He is at this time said, by Campbell, Lediard, and other historians, to have been a rear-admiral only; but in this they are mistaken, his promotion having taken place according to the date we have given above.

The squadron he found in the West Indies having been put, by the assiduity of Mr. St. Loe, the senior captain on that station, in the best condition for service, circumstances in that part of the world would admit, the vice-admiral having shifted his flag on board the *Leopard*, sailed, on the 4th of February, to cruise off the coast of New Spain. The Spaniards being perfectly upon their guard, and keeping their galleons and other valuable ships in port; the English government on the other hand having issued no order for the actual commencement of hostilities, the only memorable circumstance we have to relate, as having taken place, is, the continuance of that dreadful mortality of which we shall have farther occasion to speak of in our account of sir F. Hosier, and on which we have only to remark, in this place, that, to the eternal disgrace of an impotent, base, and cowardly administration, the lives of four thousand of our best seamen, of fifty lieutenants, eight or ten captains, and two admirals, were most miserably and disgracefully sacrificed. This number was far greater than might have been expected to have fallen gloriously by the sword of the enemy in the most bloody contest, and whose fate would then only have excited the compassion, instead of rousing the indignation of that generous nation which they were were sent to defend with their swords, not overwhelm with sorrow and mourning, for the bloodless and ignoble loss of such a multitude of brave men. The admiral himself scarcely survived his arrival three months: in the beginning of May he contracted a fever, the universal as well as fatal disorder of the climate; to the violence of which, the strength of his constitution yielded after a short illness of five days.

He died on board the *Leopard*, off the *Grand Bru*, on the coast of New Spain, on the 8th of May 1728.

HOSIER, Sir Francis.—This gentleman was appointed fourth lieutenant of the *Neptune*, a second rate, in the year 1692. After a progressive promotion through the different stations in that rank, till he became, at last, first lieutenant of a flag-ship, we believe the *London*, we find him, in 1695, commanding a small vessel, called the *Portsmouth Prize*; but he had not the permanent rank of captain till the year 1696; when he was, on the 27th of January, appointed to the *Winchelsea*, a new frigate of thirty

thirty-two guns. The war being near a conclusion at this time, he had no opportunity either of distinguishing himself or even of obtaining any more consequential command during the reign of king William. His advancement in the navy was remarkably slow, so that many years elapsed before he attained the command even of a ship of the line. His services being thus confined to the narrow limits of a cruising frigate, or a vessel of the same rank, occasionally employed in either conveying from port to port, or on short foreign voyages, the fleets of merchant-vessels of the second or inferior class, it cannot be expected we should have much more to record during so uninteresting a period, even of the most exalted characters, than the cold and feeble praise of diligence and attention.

In 1705 he commanded the Burlington, of fifty guns; and appears, during both this and the following year, to have been principally employed in the consequential service of conveying the East India fleet from St. Helena to Europe. In the first of those years he was under the command of captain Tollet, in the Kingsfisher; in the latter the chief command of the convoy, which consisted, indeed, only of his own ship and the Dartmouth, captain Cock, was vested in himself. Towards the latter end of the year 1706, he was removed into the Salisbury, a ship of the same rate and force as the Burlington. No notice is taken of the particular service in which this ship was employed during the ensuing summer; but it is most probable it was either in the same line, that, he had before commanded was, or as a cruising ship. At the latter end of October he had the melancholy honour of being dispatched from England, for the Scilly islands, to receive on board the body of the brave and unfortunate sir C. Shovel, which had been taken up there. After this time we are again ignorant as to the stations or services he was employed, till the year 1710, when we find him still commanding the Salisbury, and ordered to cruise off Cape Clear, in company with the St. Alban's, a ship of the same force. This was in the month of March. They had the good fortune to meet with a French ship, mounting sixty guns, which they captured and carried safe into

Dublin bay, after a very sharp action, in which the Salisbury had the greatest share.

This vessel, of whose capture no notice is taken by any historian, far as we have been able to discover, was taken into the service and called the Salisbury Prize. Soon as this ship, as well as her captors, were refitted, they were sent to the West Indies as a reinforcement to commodore Littleton. Not long after Mr. Hosier's arrival in that part of the world, he had a second opportunity of distinguishing himself, which he did no less memorably than on the former occasion. This circumstance has been, indeed, shortly related in the account of Mr. Littleton; but as Mr. Hosier was, perhaps, more materially concerned in it than even his commanding officer, it certainly will be by no means improper, to give a more enlarged detail of this transaction here.

The Salisbury, and Salisbury's Prize, commanded by captain Robert Harland, were, in the month of July 1711, with other ships of war, cruising, under the command of commodore Littleton, in expectation of falling in with monsieur Du Casse's squadron, which had the Spanish galleons under its convoy: on the 27th, at day break, they had sight of four large ships, to which they gave chase, but, owing to a light wind, it was near six o'clock in the evening before the Salisbury's Prize, which was the headmost of the English ships, could get up with the sternmost of the enemy. This ship afterwards proved to be the vice-admiral of the Spanish galleons, mounting sixty brass guns. In a very short time after captain Harland began to engage, the Salisbury came in to his assistance; and by their united and spirited efforts, the enemy was so completely subdued, that he surrendered as soon as the commodore himself drew near, and before he had fired a single shot.

Mr. Burchet mentions a second prize taken at the same time by these ships, and attributes the capture of the Spanish commodore principally to commodore Littleton; but this is generally disbelieved, and totally unnoticed by all other historians. We do not find any mention made of captain Hosier after this time, till the year 1719, when he was appointed second captain of the Dorsetshire, the ship on board which the earl of Berkeley hoisted his flag with a special commission, under which he possessed an authority

authority little inferior to that of a lord high admiral, he having under him vice-admiral Littleton, as captain of the fleet, and Mr. Hozier as second, or first captain of the ship, with the rank of rear-admiral for the time being.

On the 8th of May following he was promoted to be rear-admiral of the white, and in the ensuing spring hoisted his flag on board the *Prince Frederic*, of seventy guns, being appointed second in command of the fleet sent, under sir John Norris, to the Baltic. He again served in the same station during the year 1721; but it is needless to say any thing of the few occurrences which took place during the expedition, as, although of a very uninteresting nature, they have been already related in the account of the commander-in-chief. On his return from this service, if it could be said to deserve that name, he was immediately appointed second in command of a squadron ordered to be equipped for a secret expedition, under sir Charles Wager. The immediate object of it appears to have been the chastisement of the Portuguese; who had behaved with much insolence, and even condemned two English gentlemen to suffer death, by an absolute and almost totally forgotten law, under pretence of their having been concerned in an illicit exportation of gold coin.

The impending terrors of war had sufficient influence over the Portuguese councils, to awe that impotent nation into complete submission, so that the squadron was dismantled without ever putting to sea, and consequently without affording us any other circumstance relative to Mr. Hozier, than that he was promoted to be vice-admiral of the blue on the 16th of February 1722-3, and accordingly hoisted his flag at the fore-top-mast-head of the *Bredah*. The fleet being dismantled and laid up immediately afterwards, Mr. Hozier did not again appear as holding any naval employment till the year 1726. The restless temper of the Spaniards, and their intrigues with the court of Petersburg, rendering it very apparent that the want of an opportunity of striking a blow was all that prevented them from openly breaking forth into immediate hostilities, the administration of that time, pacifically as it was inclined, was afraid to temporize any longer.

A number of squadrons were equipped and dispatched to different parts of the world to be ready, as well to repel any sudden insult, or attack, as to punish any open breach, or violation of the treaty of peace then existing. That destined for the West Indies, consisting of seven ships of the line, was put under the command of vice-admiral Hozier; he was to be joined by several ships which were already in that part of the world; so that his force, when collected, would have appeared truly formidable to an enemy, even better prepared for war than the Spaniards at that time really were. They were probably more vulnerable in that quarter than in any other part of their possessions; while at the same time the immense wealth and riches with which those colonies abounded, even to a profusion, untravelled Europeans would scarcely credit, appeared to hold them forth as a greater incentive for assailants to brave the dangers of an arduous enterprize, as well in the hope of more effectually distressing their country's enemies as of amply rewarding themselves with their riches.

The vice-admiral having hoisted his flag on board his old ship, the *Bredah*, of seventy guns, sailed from Plymouth on the 9th of April; and after an indifferent passage, during which, however, he met with no absolute disaster, arrived off the bastimento's, near Porto Bello, on the 6th of June. His appearance was at once an object both of terror and surprize. The governor, with much apparent alarm, immediately dispatched an officer to the vice-admiral, requesting to know the cause of this very unexpected visit. The latter, with much temper, said he came to escort the *Royal George*, a large ship belonging to the South Sea company, which was then in Porto Bello disposing of her cargo, which was very valuable, for specie. The governor wishing to be rid of guests whose presence was extremely disagreeable, immediately took every possible measure to hasten her departure, by enforcing a speedy payment of the debts due from the Spanish merchants, on account of their several purchases.

As soon as all the different accounts could be made up, and the money paid, the ship in question was ordered out of the harbour to join the British squadron; and a second message was at the same time sent, desiring the vice-admiral,

admiral, as his first wish had been complied with\*, to withdraw from before the port. Mr. Hozier coolly answered, he should continue where he was, till farther orders. The better to convince the governor that he was in earnest, he ordered a ship of the line to lay within gun-shot of the castle of Porto Bello, and strictly examined every vessel that went either in or out of the harbour. This conduct in the admiral was undoubtedly spirited in the highest degree, and most uncontrovertibly proved the naval superiority of his own country. It was not, however, of the smallest service, viewed in any other light, and such was the restrictive tenor of his instructions, that he was prevented from following the natural impulse of his own gallantry, and applying the force itself instead of the terror of it, in the chastisement of the enemy.

It has been elsewhere remarked, that to prevent the Spanish flota from returning to Old Spain, was the ostensible cause why this powerful squadron lay so long in such an unwholesome climate, exposed to all the miseries of disease, surmounted by the most dreadful and raging mortality. But this object, it is also at the same time observed, might have been as effectually accomplished by its continuing there three weeks only, as by its being stationary for six months, till what had at first been an object of universal terror, became as general a theme of ridicule and contempt.

The vice-admiral returned at last to Jamaica on the 24th of December; but to so distressed a state was the squadron reduced, that there were scarcely men enough left alive to navigate it into port. The vice-admiral immediately paid every possible attention to his sick; and by this humane exertion, added to the care and kind treatment of the inhabitants, a considerable number of those who lived to reach the shore happily recovered. Fortunately for the service, there were at that time at Jamaica

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\* The vice-admiral's conduct on this particular occasion has been very highly, and, indeed, deservedly applauded by all ranks and parties, inasmuch as it is more than probable the governor would have detained the South Sea ship, had Mr. Hozier openly declared his intentions and orders at first. Campbell quaintly, and with much truth, adds, "this was the greatest service the squadron performed."

a considerable number of seamen out of employ, which afforded so well seasoned a recruit to the different ships, that by the time the convalescents were completely recovered, and the vessels themselves re-equipped, a business which was finished by the end of February, the vice-admiral was enabled to put to sea with a squadron little deficient in its proper compliment of men.

He stood over to Carthagena, and continued cruising in those seas till the middle of August, encountering the same evils he had before so lamentably experienced, and without being able to render his country the smallest of those benefits, which, in the eyes of some, appear to counterbalance misfortune. He had not in his second cruise even that negative satisfaction of having terrified and overawed the enemy, which he was restrained from attacking; for a vessel, with orders from Old Spain, arriving at the Havannah on the 8th of August, all the property belonging to the English merchants, that was in the power of the Spaniards, was immediately seized. At the Havannah and Vera Cruz alone, the Prince Frederic, a very valuable ship belonging to the South Sea company, a frigate and four packet-boats, were detained and condemned, under the stale pretence of reprisal.

Admiral Hosier spiritedly demanded their restitution; and the better to enforce compliance with his application, went himself to Vera Cruz with four ships of the line: but the Spaniards had in some degree recovered from their first panic, and now peremptorily refused to do that act of justice, they flattered themselves the small force of the English was unable to compel\*.

These repeated cruises, distinguishable only for their compulsive inactivity; the reiterated affronts received from an insolent and presumptuous enemy; and the reflection

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\* Mr. Hosier on his part also, issued orders to all the captains under him, to seize and detain all the Spanish ships they could meet with. Several, though of small value, were in consequence made prizes of; but many of them were afterwards restored. The most consequential capture was made by captain Soleguard, of the Greyhound. It was a vessel bound from the Havannah to Teneriff, mounting ten carriage guns, and having on board, besides a cargo of valuable commodities, seventy thousand dollars in specie. Thus ended this disgraceful, and, in many respects, fatal expedition.

of the immense expence to which the nation had been put for the armament under his command, without the smallest advantage being derived from it, all tended to overwhelm with grief and despair this brave and honest man; so that he breathed his last at sea, on the 23d of August 1727, dying, as it is said, of mere chagrin, at the wanton and wicked destruction of so many brave men, whose fate he could only lament, and not avert\*.

A few days before his death he was promoted to be vice-admiral of the white; and a commission is said also to have been made out, empowering the governor of Jamaica to confer on him the honour of knighthood. His promotion bearing date on the 11th of August, only twelve days before his death, he consequently did not live to receive either that, or the honour that was intended him; but which, had he fortunately survived to have enjoyed, were certainly a miserable recompense for his former anxiety and disappointment. The body of this brave and unfortunate man was embalmed, and buried in the ballast of the ship he commanded, in which it was afterwards brought to England for interment. His misfortunes and merit survived him longer than is usually the case, either with the greatest or most unhappy of mankind: and it is no slender testimony of worth, when the absence of panegyric is feelingly supplied by compassion.

LAMBERT, Thomas,—was, at the latter end of the year 1692, appointed fourth lieutenant of the Royal Sovereign. He was not advanced to the rank of captain in the navy till the 20th of October 1696, when he was appointed to the Betty, and was present in that station at the rather memorable engagement between commodore Harlow and the French squadron, of which we have already given an account†. He continued to command the same vessel after the peace at Ryswic, and in 1698

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\* Campbell very properly and honourably for this gentleman, observes, "Whether this expedition was well or ill-concerted at home, it was undoubtedly executed with great courage and conduct by this unfortunate commander, who lost his seamen twice over, and whose ships were totally ruined by the worms." This created a mighty clamour at home, and was without doubt a prodigious loss to the nation.

† See Vol. II. p. 315.

was ordered for the Mediterranean; where he continued till the time of his death, which took place on the 16th of February 1700, N. S.

**LONG, Thomas,**—was appointed third lieutenant of the *Dutchess*, a second rate, in the year 1692. After this time we hear nothing of him till we find him, on the 27th of January 1696, appointed captain of the *Griffin* fireship. He never obtained any more consequential command, or is in any degree farther noticed during the reign of king William. His advancement in the service, after the accession of queen Anne, was extremely slow; and so unfortunate was he in the different stations allotted to him, as never to have had the smallest opportunity of distinguishing himself, so as to acquire renown previous to that which he at last most gallantly purchased with the loss of his life.

During the year 1710 he commanded the *Bredah*, of seventy guns, one of the Mediterranean fleet under sir John Norris; and being detached by that admiral on a cruise, in company with the *Warspight*, captain Crow, had the fortune to meet with a French ship of the line, called *Le Maure*. The *Bredah* possessing a great superiority in sailing over her companion, soon came up with the enemy, when a very smart engagement took place; in which, although of but short continuance, captain Long was unfortunately killed. Almost immediately on this unhappy event's taking place, the *Warspight* came up, and the enemy surrendered. The action took place about forty leagues from Cape Roxent.

**PINDER, Thomas.**—We have no information relative to this gentleman till we find him, on the 11th of April 1696\*, appointed captain of the *Mermaid* frigate. He continued commander of the same ship till it was unhappily lost, off Plymouth, he himself as well as the crew perishing with it, on the 5th of January 1698-9.

**SMITH, Thomas,**—was, about the latter end of the year 1692, appointed first lieutenant of the *Hampton* court. He had for some years previous to this, progressively with a very high character, served as an officer in

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\* Two other dates are given according to others, for his first commission, the 14th of April, and the 12th of March preceding; the latter, indeed, we believe to be true, in preference to that given above.  
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the different ranks, on board a variety of ships, in the royal navy. In 1695 he was appointed acting commander of the *Dunwich* frigate; in which station he was so unfortunate as to be guilty of an offence we are very unwilling to record, but which historical truth forbids us to conceal: of this beneath. On the 26th of November 1696, he was promoted to be a captain in the navy with permanent rank, and appointed to the *Suffolk* Hag boat. No mention is made, either of what ship\*, if any; that he commanded, or in what services he was afterwards employed, during the reign of king William.

After the accession of queen Anne we find him captain of the *Gosport*, a ship employed on the New England station in the year 1704: he was afterwards progressively promoted to several different ships of the line, particularly the *Litchfield*; in which ship he was dispatched for India, in 1706, to convoy thither a fleet of merchant ships. He returned from thence with a similar charge in the following year, and arrived safely at Kinsale on the 21st of October. He was next appointed to the *Captain*, and, after the peace was concluded at Utrecht, to the *Norfolk*. We believe him to have been principally if not wholly employed on the Mediterranean station during the time he held the command of the former ship; a circumstance which may well account for our having, in that period, so little to relate concerning him. On the 19th of September 1716, he removed into the *Jersey*; and in the following year served in the fleet, under sir G. Byng, in the Baltic.

It appears from the historical account of Greenwich-hospital, he was appointed a captain on that noble estab-

\* The following notification was published in the *Gaz.* No. 3889.

“ Whitehall, April 27, 1698.

“ Captain Thomas Smith, formerly commander of his majesty's ship the *Dunwich*, having been lately tried at the assizes in *Sussex*, for embezzling his majesty's stores belonging to the said ship; and being convicted of the same, was fined 100*l.* and to remain in prison till paid: and his majesty has been pleased to order, that the said fine be applied to the use of Greenwich-hospital.”

The particular circumstances attending this offence, and the trial consequent to it, we are not acquainted with; but it is very evident, that if the charge was not in the succeeding reign thought to have been insufficiently established, it was at least supposed to be too severely punished, this gentleman being afterwards restored to the service, in which he was held in much esteem and respect.

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lishment in the early part of the year 1718; an honourable retirement, closed quickly afterwards by his death, which happened on the 18th of April in the same year.

STRICKLAND, Charles.—The advancement of this gentleman in the service was as remarkably rapid as that of several of his cotemporaries had been slow. In the year 1693 he had not obtained the rank even of lieutenant; and on the 7th of August 1696, we find him appointed captain of the *Lark* frigate. We find no mention made of him during the short remainder of the war, after the conclusion of which he was appointed captain of the *Seaford*, and sent to the Streights under vice-admiral Aylmer. In 1699 he was employed to cruise, with a few other frigates, against the Salletines, who had just before violated the treaty of peace, and committed many petty depredations on our commerce. But after this time we meet not with the smallest information concerning him till the year 1707, at which time he was captain of the *Nassau*, of seventy guns. We find him early in the month of June sent commodore of a squadron of five sail to intercept a French convoy, reported to be on its passage from St. Maloe's to the eastward, under the protection of five ships of war. He was not, however, successful in this expedition; but after an ineffectual cruise, for some days, off Cape La Hogue, returned to Spithead, not having ever seen his enemy. He was one of the commanders sent, in the month of August ensuing, under the orders of sir Thomas Hardy, to convoy the outward-bound fleet to Lisbon. By the manly and unbiassed testimony he bore on this occasion to the conduct of his admiral, he contributed much to that honourable acquittal which was as pleasing to all men of candour, as it probably was distressing to all those of a different description.

After his return into port, and the conclusion of the trial above-mentioned, he was, in the month of December, appointed commodore of a small squadron of English and dutch ships of war, sent to protect a fleet of storeships to Lisbon, and to convoy the emperor of Morocco's ambassador to Tangier. During the ensuing year, and not improbably for the remainder of the war, he continued in the Mediterranean, under different admirals; and in common both with his superiors and equals in command,

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experienced a series of dull uninteresting cruises and expeditions, where even diligence itself is hardly remarked, because there was, perhaps, less opportunity of displaying it, than any similar period of hostilities had ever rendered either possible, or necessary before or since.

We find no particular mention again made of him till the year 1715, at which time he commanded the *Essex*, one of the fleet sent to the Baltic under sir John Norris. We are again ignorant whether, or on what particular stations he was employed till the year 1718, when we find him commander of the *Lenox*, of seventy guns, one of sir George Byng's fleet ordered for the Mediterranean, to counteract the attack made by Spain on the territories of the emperor. In the memorable action with the Spanish fleet in the month of August, he was stationed as one of the seconds to the commander-in-chief\*. After his return from this station he was, in the latter end of the year 1721, appointed captain of the *Yarmouth*, a fourth rate, one of the Squadron ordered to be equipped, under the command of sir Charles Wager, for the chastisement of the Portuguese. The apparently impending storm of war was averted by the prudent submission of the court of Portugal, even before the ships were thoroughly collected, so that the fleet above-mentioned never even put to sea.

About the latter end of January 1723†, he was advanced to be rear-admiral of the blue; and from thence, on the 5th of February, to be vice-admiral of the white, a promotion he did not long live to enjoy, dying on the 11th of November 1724.

STUDLEY, James,—was, at the latter end of the year 1692, appointed second lieutenant of the *Forelight*, of forty-two guns, a ship sent, soon after that time, to

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\* We do not find any other mention made of him in the following year, during which he continued on the same station, except that, in the month of July, he drove on shore and burnt, near Palermo, a Genoese transport, with two hundred Swiss recruits for the Spanish army in Sicily.

† This information is taken from Lediard and other historians: but from some private documents, we rather believe him to have been appointed rear-admiral of the blue in the month of January 1722, and advanced to be rear-admiral of the white on the 16th of February ensuing.

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convoy to Virginia the outward-bound fleet. We know no other particulars relative to this gentleman till we find him, on the 23d of May 1696, appointed captain of the *Pearl*, a frigate of thirty guns. He was presently advanced to the command of the *Pembroke*, of fifty guns, and sent to Cadiz, in the month of November, under the command of vice-admiral Neville. On his passage thither he was separated from the fleet in a violent gale of wind, which he had however the good fortune to weather in safety, and arrive at the above-mentioned port on the 11th of December. Mr. Neville was ordered for the West Indies almost immediately after he reached the Streights, and captain Studley accompanying him thither, scarcely survived the hour of his arrival. Dying on the 28th of May 1697, he was among the first of those brave and unfortunate men whom disease, infinitely more destructive at this time than all the other mischiefs and horrors attendant on war in that climate, put a period to the service of, without their even enjoying the satisfaction of having seen and encountered their enemies.

TREVANION, Sir Nicholas,—was, in all probability, a son, or collateral descendant of captain Richard Trevanion, the constant and faithful, though misguided adherent and attendant of James the Second\*. We have no information as to his several naval appointments, till he was, on the 25th of May 1696, appointed captain of the *Dunwich*. The war was then near a conclusion, and nothing but a most singular interference of good fortune could have procured him at such a time, and in such a ship, an opportunity of distinguishing himself out of the ordinary line of service. Some little time after the ratification of the peace at Ryfwic, he was appointed captain of the *Lyme*, a new frigate of thirty-two guns, and sent to the Streights, in 1698, under the command of vice-admiral Aylmer. But we do not find him occupied in any service worth commemorating, the sole intention of the equipment of the fleet † to which he belonged, being accomplished by its presence only. In the month of

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\* See Vol. I. p. 273.

† Which was to restrain and overawe the different piratical states of Barbary.

October 1700, he was dispatched from Cadiz for the Canaries, from whence he immediately returned to England. Not long after his arrival he was appointed to the *Dover* of fifty guns; in which ship we find him at the recommencement of the war with France, after the accession of queen Anne.

He was at first employed as a cruiser in the German Ocean, and there met with but trivial success, although he was in every respect considered as a very active and able commander. Towards the conclusion of the year he was sent to cruise in the Irish sea, and ordered to stretch twenty leagues to the southward and westward of Scilly. After this change of station he was more fortunate, having, in the month of January 1702-3, fallen in with and captured a large privateer belonging to St. Maloe, called the *count de Thoulouse*. This prize was rendered more consequential, and the conquest more brilliant, from its having on board, at the time of the action, three hundred regular troops, in the pay of the French king, exclusive of the ordinary crew belonging to the ship\*. The engagement was desperately maintained, on the part of the enemy, for six hours, but with very little prejudice to captain Trevanion and his people; not one of whom were killed, and a very inconsiderable number wounded; some of them only slightly; while on the other hand upwards of 50 of the French were killed and 20 wounded. Captain Trevanion's success did not end here; the *count de Thoulouse* had the day before the engagement captured a large ship from New England laden with naval stores, and other valuable articles of commerce. But his prize fell again into the hands of the English, being retaken by the *Dover* on the following day.

After captain Trevanion had convoyed his prize, as well as the recapture to England, and repaired those trivial damages which he had sustained in the preceding action, he was ordered to join the main fleet: and the scene of naval operations being transferred from the Channel to the Mediterranean, he sailed for that station, under the command of sir C. Shovel, on the 1st of July. Of the operations of this armament never were greater expecta-

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\* It is not accounted for on what particular occasion these troops were on board, or to what service they were destined.

tions vainly formed in England; and never were gigantic hopes more miserably disappointed. These causes and consequences have been already repeatedly dwelt on; and the fact itself is mentioned here only to account for our having nothing memorable to recount of such commanders as were there employed under so brave a chief as Shovel.

In the beginning of September captain Trevanion was dispatched for Scanderoon, under commodore Jumper, to convoy thither the Turkey fleet. He returned from thence to England in the month of December, and we have not been able to discover on what station or service he was employed during the ensuing year. In 1705 he was promoted to the command of a ship of sixty guns, we believe the *York*; and continued, with some very short intervals, on the Mediterranean station during the remainder of the war, at all times held in the highest honour and respect by the different commanders under whom he served, although fortune denied him any of those opportunities of raising himself into public notice, which she occasionally bestowed, with much liberality, on her greater favourites. On his return from the Mediterranean he appears to have retired from active service; and, after the accession of king George the first, was always one of the persons principally consulted relative to the civil oeconomy and management of the navy. He also quickly became highly esteemed and caressed by that sovereign, who bestowed upon him the honour of knighthood; and, in the year 1726, appointed him commissioner of the navy resident at Plymouth. This office he held till his death, and executed with the greatest honour to himself, affording all the advantage that could be derived by the country from a station of such trust, filled by a man of the highest attention, integrity, and ability. He died on the 17th of November 1737.

UNDERDOWN, John.—We know nothing of this brave and enterprising commander, till we find him; in the beginning of the year 1695, commanding the *Wrenn Pink*, a small vessel attached to sir C. Shovel's squadron in the Channel. On August 25, 1696, he was appointed commander of the *Garland*. No other mention is made of him during the reign of king William; and it is most probable, his ship being put out of commission at the conclusion of the war, he was not re-appointed to any other. After the accession of queen Anne he was appointed to command

command the Falkland, of fifty guns, and sent to Virginia. On his passage from thence, in company with the Dreadnought and Fowey, he had the good fortune to capture a French ship of war, mounting fifty four guns, which was afterwards called the Falkland Prize, as a just compliment to captain Underdown, who bore the brunt of the action, and to whom the capture was entirely owing, the Dreadnought not being able to get up till the very end of the engagement.

He continued to command the Falkland many years, and was principally employed on the West Indian, and American stations. In the month of May 1707, he signalised himself in a very remarkable manner in the destruction and capture of a very considerable number of the enemy's ships and vessels, as well as of all their settlements at Newfoundland\*. To what cause we are to assign it we are

\* We find the following account of this memorable transaction published in the Gazette, No. 4378. It has been, with scarcely any alteration, inserted by Mr. Campbell as a part of his history; but the high honour it reflects on captain Underdown, and the rest of the gentlemen concerned, will probably be a sufficient excuse for its insertion here.

" St. John's Harbour, Newfoundland, Aug. 30, 1707.  
" Captain John Underdown, commander of her majesty's ship the Falkland, having received advice, on the 25th of July, that the enemy had many ships employed on the fishery, in several harbours to the northward, our commanders of ships, merchants, and inhabitants, petitioned him to endeavour the destroying of them, and by that means to encourage and protect the British trade in those places. In pursuance whereof, on the 26th of July, captain Underdown set sail from hence, having taken major Lloyd, who desired to be employed in the expedition, with twenty of his company, on board the Nonfuch.

" On the 27th they came before Bonavis, and finding there, no appearance of an enemy, the commodore ordered captain Hughes to sail with him. On the 2d of August they stood into the bay of Blanche till they came off of Fleur-de lis harbour. Major Lloyd was immediately sent into the harbour in the commodore's pinnace, and the lieutenant of the Falkland in the pinnace belonging to the Nonfuch, in order to make what discoveries they were able. They found there several stages and other necessaries for the fishery, to which they set fire, and afterwards returned on board the men of war. By six the next morning they came about the Cape, and saw a ship, which, upon exchange of a few shot, struck. The commodore sent his boats aboard, and found her to be of St. Malo, carrying about three hundred and sixty tons, thirty guns, and one hundred and ten men, and called the duke

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are totally ignorant, but we have no other information whatever relative to captain Underdown, except the mere date of his death, an event which did not take place till the

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duke of Orleans. In another arm of the bay, named Eguillette, was another ship; but the place being rocky, and the water shallow, neither the Falkland nor Nonfuch could come near her: whereupon the Medway's Prize was ordered to go as close in as she could with safety; and at the same time captain Carlton, major Lloyd, and the lieutenant of the Falkland, in boats well manned and armed, to land upon the island which she lay under. This was executed with so good effect, that the enemy, after having fired several broadsides, being no longer able to keep the deck against our small shot from the shore, struck. This ship was of twenty guns, and eighty men, belonging also to St. Malo.

“ Having here received information, that about three leagues to the northward, in La Couche, there were two ships, one of twenty-two guns, and the other of twenty-six, both of St. Malo, the commodore gave capt. Hughes directions to burn the last prize, and afterwards to join him at La Couche, himself and the Nonfuch making the best of their way thither. The 5th, in the afternoon, they came into La Couche, where they found the two ships in readiness for sailing. The enemy fired several broadsides at them, which, as soon as our men of war returned, they set their ships on fire and left them, going over to the next harbour, called Carrouse, in which the commodore had received intelligence there were four ships. He immediately weighed and stood for that harbour; and about eight o'clock at night was joined by the Medway's Prize: but there being very little wind at S. W. and much difficulty in getting out of the harbour's mouth, the commodore sent in his boat, but found the enemy had escaped; having, by the advantage of little wind, and the great number of men and boats, cut and towed out. The British ships stood to the northward and saw several vessels, to which they gave chase. About five in the afternoon they came off the harbour of St. Julien, where they discovered a ship; and having lost sight of the vessels they had pursued, stood in for the harbour, and came to an anchor in twenty-six fathom water. The place where the ship was hauled in being very narrow and shoally, the commodore ordered the Medway's prize to go as near in as she possibly could. The enemy fired two guns, but it was thought fit not to attack her till the morning: accordingly, the 6th of August, at four o'clock, captain Carlton, major Lloyd, and lieutenant Eagle, went in with all their boats well manned and armed; and immediately after landing, drove the enemy from their post, who were likewise on shore. Our men took their boats, and went on board the ship, where they found the enemy had laid several trains of powder in order to blow her up, which being seasonably discovered she was preserved, and by noon towed out to sea. But the British pilots being unacquainted with the coast, and the commodore not thinking it proper to go further to the northward, it was resolved to sail back to Carrouse, and there remain till they were joined by the Duke of Orleans's Prize, which was left

4th of November 1728. He had not the rank of admiral: and as several men who were of younger rank as captains possessed it at that very time, it is most probable this gentleman had, for some private reasons of his own, declined the service.

WATKINS, John, *viz.*, on some accounts, supposed to have been appointed 1st lieutenant of the *Rupert* in the year 1692, while on other grounds we dare not assert any information relative to him to be authentic, till he was, on the 14th of August 1696, appointed captain of the *Seaford*. We find no other remark to make concerning him after this time till the year 1700, when it is asserted by some, though not perfectly believed by us, that he commanded the *Pearl* frigate on the Mediterranean station. Be that as it may, we have no other information concerning him that we can thoroughly depend on till the year 1706, at which time he commanded the *St. George*, of ninety guns, we believe as captain to sir John Jennings, on the Mediterranean station. He distinguished himself in a very signal manner at the storming of Alicant, being the third officer who entered the town. When the admiral above-mentioned, was ordered to sail for the West Indies about the latter end of August, he shifted his flag into the *Devonshire*, of eighty guns; and captain Watkins was also removed into the same ship as his captain, a patronage that

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left at Grand Canarie, with a lieutenant and sixty men. In the way to Carrouse, it was thought fit to look into Petit-Maitre, where they destroyed great numbers of boats and flages, with vast quantities of fish and oil. About seven at night they came to an anchor in Carrouse harbour, and moored. On the 12th and 13th it blew a hard gale at S. W. Having destroyed the fishery at Petit Maitre, and the Duke of Orleans's Prize being come to La Couche, on the 14th, by four in the morning, they weighed and stood out to sea, taking her with them, and made for this harbour, where the *Falkland* and *Nonfuch*, with the two prizes, arrived the 17th instant, having before given the Medway's Prize orders to sail to Trinity. The damage the enemy have received in this expedition is as follows.

"Two ships taken, one of 30 guns and 110 men, and another of 20 guns and 100 men; one ship taken and burnt, of 20 guns and 80 men; two ships burnt by the enemy, one of 32, and another of 26 guns; 228 fishing-boats burnt; 470 boats and shallows, that were not employed in the fishery this season, burnt; 23 flages burnt; 23 train vats burnt; 7780 quintals of fish destroyed, and 1568 hogheads of train oil destroyed."

reflects the greatest honour on one, while it is at the same time no slender proof of the discernment of the other. On his return from the West Indies, in the month of April 1707, where the events were too uninteresting to merit any other recital than what has been already given in the life of sir John Jennings, that admiral struck his flag, and captain Watkins continued to command the *Devonshire* as a private captain.

In the month of October he was sent, under the command of commodore Edwards, in the *Cumberland*, to convoy the outward-bound fleet for Lisbon. On the 10th, which was only the day after they had sailed from Plymouth, they fell in with the united squadrons of Forbin and Guai Trouin. The force of the enemy was so superior as to render resistance almost an act of desperation; nevertheless, the British commanders prepared to defend themselves and the very valuable fleet under their protection with a spirit that would have done the highest honour to men who had something more in view than merely their own defence. What, however, can the most romantic valour effect against numbers so highly unequal? the squadrons of France consisted of fourteen ships, ten of which were of two decks; that of Britain of five only! Captain Watkins, in the *Devonshire*, even among those whose bravery on this occasion was so pre-eminent, distinguished himself in a manner almost superior to the most valorous: he defended himself for near three hours against seven of the enemy's ships, and for four hours more against five. The night now approached and appeared to afford some chance that courage, so memorable, should be, at least, rewarded by its preservation from captivity. Fate, however, and with much apparent severity, decreed it otherwise; the *Devonshire* suddenly took fire, and, almost on the same instant, blew up; two only, out of the remains of nine hundred men, who were on board at the commencement of the engagement, being saved.

The merchants, whose ships escaped this wretched disaster, were honourable enough to attribute their safety principally to the noble defence made by this unfortunate commander. We have already stated, that the engagement above alluded to took place on the 10th of October 1707.

WATTS,

WATTS, Jonathan, — was, about the latter end of the year 1692, appointed second lieutenant of the *Chatham*, one of the ships employed, in the ensuing year, under sir George Rooke, to convoy the outward-bound Smyrna fleet. We hear nothing of him after this time till the 29th of October 1696, when he was appointed captain of the *Sun Prize*. No other notice is ever taken of him except that giving us the date of his appointment, as we have just stated; and a second, informing us that he died on the 25th of July 1698, whether in or out of service does not appear.

WHITE, Richard, — in the year 1693, served as 2d lieutenant of the *Mary*, of sixty-two guns, at that time commanded by captain Henry Butler, and attached to the main fleet under the joint admirals, Killigrew, Delaval, and Shovel. He was on the 28th of April 1696, promoted to the command of the *Mary Galley*. No mention is made as to any particular or distinguishable services in which he was employed during the war. After the conclusion of the peace at Ryswic, he was promoted to the command of a ship of the line which was kept in commission, and which he continued captain of till the year 1699: he was then, in consequence of his former ship wanting repairs, appointed to the *Hastings*, a fifth rate of thirty-four guns. He died captain of this ship on the 24th of July 1700.

WILD, Henry, — was, towards the end of the year 1692, appointed first lieutenant of the *Windsor*, one of the ships sent in the ensuing year, under sir G. Rooke, to the Mediterranean, as convoy to the unfortunate Smyrna fleet. We do not hear any thing more of him till we find him, on May 1, 1696, appointed captain of the *Solebay*. This vessel was stationed as a cruiser in the German Ocean, a service in which captain Wild displayed considerable activity, which was accordingly rewarded with the capture of several small privateers, which, although of inconsiderable force, had done much mischief to the commerce of England; for the enemy, finding themselves incapable of contending with the naval power of Britain, in a way likely to end the contest, by mere prowess and force of arms, prudently adopted a different conduct, and turning all their efforts to revive the drooping spirits of their

nation, through the partial enrichment of individuals, by a strange and sudden, though politic manœuvre, converted their fleet into a myriad of small privateers. These, on their newly projected scheme of war, were much more successful than their more noble predecessors, and they thus meanly effected considerable injury to the property of those whom they were afraid, and, indeed, unable to assault in any other way.

To return to captain Wild. He is no farther noticed till after the accession of queen Anne; nor, indeed, have we then been able to collect any other particulars relative to him, except that, in 1705, he commanded the *Chester*, which ship, as well as the service, he altogether quitted in the following year, on what particular account is not known, neither have we been able to discover the time of his death.

**WILLSHAW, Thomas**, — is supposed to have been the son of captain Thomas Willshaw, afterwards commissioner of the navy, of whom we have already given some account\*. He is said, in a manuscript list of the navy, to have been appointed captain of a ship of war, called the *Horse Guard*, on the 15th of March 1696. This, however, is certainly a mistake, there never appearing to have been a ship of that name in the navy; and it is one of those unavoidable errors to which that species of document is more particularly liable. The ship in question was the *Rose*, a small vessel; employed at that time as a guard ship. He never acquired any celebrity, or, indeed, was invested with any consequential command, as we do not find any other notice taken of him, except that he was put on the superannuated list in the year 1714. The time of his death is also unknown to us.

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\* See vol. i. p. 276.

1697.

**ALDRED, John.**—The first information we have been able to procure relative to this gentleman is, that he was appointed commander of the *Owner's Love* fireship on the 11th of February 1697. The peace at Ryswic taking place soon afterwards, put a temporary stop both to his service, and promotion: the latter appears to have been remarkably slow, for in the year 1704 \* we find him commanding a ship of no higher rank than the *Solebay*, a small sixth rate, employed as a cruiser in the German Ocean. Inconsiderable as were both his command and his service, he displayed considerable activity in the pursuit of French privateers, which were the particular class of enemies with whom he was sent to cope. We meet with nothing farther worth commemorating relative

\* The following advertisement concerning this gentleman, published in the *Gazette*, No 4016, is too extraordinary to be omitted, as it is among many others a strong proof of the very unwarrantable means that have been sometimes used by the mercenary part of the world to injure the reputations of the bravest, and best of men.

"Whereas a petition was presented to his royal highness prince George of Denmark, lord high admiral of England and Ireland, by way of complaint against captain Aldred, commander of her majesty's ship *Solebay*, in the name of the ship masters and inhabitants of the ancient borough of Lin, signed by several persons, amongst which were the names of John Clarke, Joseph Hervey, Edmund Quash, sen. Philip Mason, William Quash, George Osborn, Henry Gurdleston, Joseph Taylor, Thomas Robottom, Henry Chenery, and Samuel Brown; upon which complaint the said captain was tried, in a court-martial, by rear-admiral Whetstone, in the Downs, the 18th inst, and acquitted: but it appearing to the said court-martial that the hands of John Clarke, Joseph Hervey, Edmund Quash, sen. Philip Mason, William Quash, George Osborn, Henry Gurdleston, Joseph Taylor, Thomas Robottom, Henry Chenery, and Samuel Brown, were forged to the said complaint; if any person can discover who it was that forged their names to the same, so as they may be prosecuted and convicted as the law directs in that case, he shall have the reward of 10*l.* paid him by Mr. William Wrightworth, attorney at law, in Abchurch-lane, London."

to this gentleman till the year 1710, at which time we find him commanding the Rochester, of fifty guns, as commodore or commandant of the small squadron generally stationed off Newfoundland for the protection of the fishery there. The French, notwithstanding their repeated losses in that part of the world, had re-established themselves in some force on a part of that island; their fishery was even become extensive, and a quiet uninterrupted possession for a few years longer would have given them so firm a footing, and allowed them to become so formidable, that it might have been at least difficult to dislodge them: but captain Aldred, in conjunction with captain Humphrey Pudner, in the Severn, and captain George Purvis, in the Portland, both fourth rates, of fifty guns, attacked them with so much vigour, as to rout them more completely and perfectly than they had ever been on a former occasion.

The loss of the enemy was immense, fifty of their ships and vessels being taken, several of which were of considerable force, and all their settlements on the shore totally destroyed\*. It is very extraordinary, after this very brilliant success we find not the smallest mention made of captain Aldred. Whether he retired from the service, having acquired, by the foregoing success, a fortune equi-

\* The following particulars are given us of part of the enemy's loss on this occasion.

Harbour's names.	When.	French ships names.	Men.	Guns.	Tons.
La Coudre	Aug. 24,	La Contesse d'Evreux	75	16	200 taken.
Do.	Do.	La Couronne	70	14	200 burnt.
Canoue,	Do.	Le Marquis du Bray	120	28	400 taken.
Do.	Do.	Le Comte d'Bonrepos	120	28	400 burnt.
Do.	Do.	L'Aigle Noire	70	12	200 taken.
Petit Maître,	Do.	Francois Maire	80	18	250 ditto.
Great St. Julian,	Aug. 25,	Francois de la Paix	120	30	400 taken.
Little St. Julian,	Aug. 24,	St. Pierre	90	20	290 escaped
Ca.	Do.	—————	30	12	— ditto.

All the fish, oil, staves, train-vats, fishing-tackle, &c. of the above-mentioned ships fell into our hands, and were either taken or destroyed by us; and the two ships which escaped left even their anchors and cables, and some of their sails behind. Dated on board her majesty's ship the Rochester, in Carboneir, September the 12, 1710."

valent

valent to his wishes, or was induced to quit it by some other private motive, does not appear, but we believe him to have held no command after he quitted the *Rocheſter*. He died in an advanced age on the 30th of Auguſt 1740.

**ASTON**, John, — was on the 7th of May 1697, appointed captain of the *Penſance*, and was, but on what account we are ignorant, diſmiſſed from the above ſhip on the 6th of March 1698. The time of his death is uncertain.

**BALCHEN**, Sir John, — was born on the 2d of February 1669, and having made a very early choice of a naval life, paſſed regularly, and with the higheſt reputation, through every ſubordinate ſtation, till he very deſervedly attained to the higheſt rank in the ſervice. The firſt mention that we find made of this brave and unfortunate man in the naval world, is, that he was appointed captain of the *Virgin*, or *Virginia Prize*, a frigate of thirty-two guns, on the 25th of July 1697; but we do not meet with any thing worthy of record, concerning him, till the year 1707, when he commanded the *Cheſter* of fifty guns. In the month of September he was ordered, together with the *Ruby* of the ſame force, to convoy the fleet bound to Liſbon. As it was not only of a very conſiderable intrinsic value, but of the higheſt conſequence and importance, conſidered in a national light, for all the provisions, ſtores, and upwards of one thouſand horſes for the ſervice of the enſuing campaign in Spain were embarked on board it, it was thought proper to ſtrengthen the convoy by the addition of two ſhips of eighty guns and one of ſeventy-fix, all under the command of commodore Edwards, who was to ſee them fifty leagues to the ſouth-weſt of Scilly, where it was preſumed they would be perfectly out of danger from the Dunkirk ſquadron, which was the only quarter from whence any attack was apprehended.

The fleet was not completely collected and ready to ſail till the 9th of October; and on the 10th, having then proceeded on their voyage no farther than the *Lizard*, they fell in with the united ſquadrons of *Forbin* and *Du Guai Troupin*. Reinforced as the eſcort was, it was unable

able to contend against an enemy\*, so wonderfully superior; the commodore's ship, the *Cumberland*, as well as the *Ruby* and *Chester*, after having separately made a most gallant, and, indeed, desperate defence, fell into the hands of the enemy. The *Chester* itself became the prize of the count de Forbin himself, who, notwithstanding the disparity of force which totally annihilated every thing like glory in his conduct, was wonderfully elated with his success, which was most romantically magnified on the part of the French.

Captain Balchen was not exchanged till towards the end of the following year, so that the trial which, in compliance with the general rules of the service, always ensues after such a misfortune as the preceding, did not take place till the 27th of October 1708. It is almost unnecessary to add, he was most honourably acquitted. We do not, however, find any mention made of him after this time till the year 1717, when he commanded the *Orford*, of seventy guns, one of the fleet ordered for the Baltic under sir George Byng; and on his return from that expedition, during which nothing at all memorable took place, was appointed to the *Shrewsbury*, of eighty guns. In this ship he accompanied sir George to the Mediterranean in the following year, and on his arrival there became captain to vice-admiral Cornwall, who hoisted his flag, on board the ship just mentioned, as second in command of the fleet.

We do not believe him to have been present at the memorable action with the Spanish fleet, off Sicily, notwithstanding Campbell, and other historians of the first reputation for veracity and authenticity, positively assert he was. We do not indeed know whether, or on what account this ship was detached; but from many concurrent circumstances, we strongly believe this to have been the case. On captain Balchen's return from the Mediterranean he was appointed to a ship of seventy guns, one of the fleet sent to the Baltic in the year 1720, under the command of sir John Norris. He continued captain of the same ship several years, even until he was promoted to

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\* See the lives of captain Edwards, Vol. ii. p. 320; and captain Watkins, Vol. iii. p. 149.

be a flag-officer, and was, consequently, always concerned in those annual and harmless expeditions \* which constantly took place during the remainder of the reign of George the First.

On the 19th of July 1728, he was promoted to be rear-admiral of the blue, having at that time served as a private captain for the space of thirty-one years. On the 4th of March 1728-9, he was promoted to be rear-admiral of the white. He had not, however, any command till 1731, when he went out second in command of the fleet sent, under sir Charles Wager, to Cadiz and the Mediterranean, principally for the purpose of taking possession of Leghorn, of placing don Carlos on the throne of Naples, and besides that, of seeing other points of inferior consequence properly carried into execution, according to the treaty of Vienna.

Admiral Balchen on his first appointment to this command, had hoisted his flag on board the Dreadnought, at Spithead; but soon after the arrival of sir Charles from the Downs with some ships, he shifted it into the Princess Amelia, in which he continued during the remainder of the expedition. This being concluded, he does not appear to have had any re-appointment to a command till the year 1734; when, having in the interval † been promoted to be vice-admiral of the white, he was made commander-in-chief of a small squadron collected at Plymouth, which was intended to have been sent out as a reinforcement to sir John Norris on the Lisbon station, in case the dispute between that court and Spain had not been amicably adjusted. The storm quickly blowing over, and the pacific temper of sir Robert Walpole, who

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\* In 1721 he again sailed for the Baltic under sir John Norris, and was, as being one of the oldest captains in the fleet, stationed to lead on the larboard tack. In 1726 he was under the command of sir Charles Wager, on the above station, acting as one of his seconds; as he was in the following year of his former admiral, Norris. After his return from thence he proceeded for Gibraltar, under the command of sir George Walton, who was sent with a reinforcement to sir Charles Wager. He continued there, without meeting with any interesting occurrence, except being appointed temporary commodore of a small squadron, ordered to cruise between cape St. Mary's and Cadiz, till the month of January, when he returned to England with vice-admiral Walton.

† On the 16th of February 1733.

was then prime-minister of Great Britain, being rather prone to submit patiently to injuries and affronts than plunge the nation into a war by spiritedly resenting them, no opportunity presented itself of calling Mr. Balchen into active service till the year 1739\*.

The justly excited clamours of a generous and spirited nation at length compelled the timid-genius of the British premier to do a violence to itself, and rouse into a pretended spirit and energy, by declaring war against Spain. Mr. Balchen being, accordingly, among the first officers pitched upon for a consequential command, was appointed to that of the Mediterranean, where Mr. N. Haddock, at the time of the approaching rupture, commanded a squadron of some strength, but which it was at this juncture deemed highly necessary to reinforce with six ships of the line. The first intended enterprize of their united force was to intercept the *Asfogues* ships, which were daily expected at Cadiz from Vera Cruz, laden with the usual tribute of treasure, the annual produce of that part of the western world dependant on Spain. This fleet was actually on its passage, and steering a course which would have inevitably thrown them into the hands of the English, but unfortunately admiral Pizarro, who commanded the convoy, having, by mere accident, received information of the situation of affairs in Europe, he stretched to the northward, and instead of making the *Madeiras*, and steering for Cadiz by that which was the usual route, he stood away to the northward of the *Bahamas*, and returned to Europe in the track used by the ships bound from the *West Indies* for the British Channel. He actually made the *Lizard*; and from thence standing over to *Ushant*, by creeping close under the shore he eluded the vigilance of the British cruisers, both off the coast of Spain and in the bay of *Biscay*, and arrived in perfect safety at the port of *St. Andero*.

Not long after this disappointment Mr. Balchen returned to England and had the command of a squadron in the Channel, during the latter end of the year 1740; but,

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\* He was, however, on the 2d of March 1735-6, promoted to be vice-admiral of the red.

as necessarily must be the fate of all equipments stationed in a part of the world where there is no enemy to contend with, we have nothing farther to recount than merely that he was thus employed. On the 9th of August 1743, he was promoted to be admiral of the white, and early in the next year, was appointed, as a very just reward for his long and faithful services, to be governor of Greenwich-hospital, as successor to sir John Jennings, who died on the 23d of December 1743. Soon after this time he received the honour of knighthood. It might now have been naturally expected that he would, in this very honourable retirement, have been permitted to pass the remainder of his days in that enviable tranquillity which a noble and good mind must naturally enjoy, from a reflection of having been uniformly employed in the honourable pursuit of public virtue, untainted, uncontaminated by the private vices of avarice or oppression. Such, however, were the necessities of his country, and such the spirit of this gallant man, that even at the very advanced age he had now reached, an age felt more severely in consequence of infirmities naturally induced by so long and active a service, that, in the year 1744, he accepted the command of the fleet expeditiously equipped for the purpose of releasing sir Charles Hardy, who was blocked up in the Tagus with a squadron of eleven ships of the line and a bomb-ketch, by a very superior force under the count de Rochambault.

By the beginning of July a fleet of fourteen British ships of the line had rendezvoused at Spithead, and sir John hoisted his flag as commander-in-chief on board the Victory of one hundred and ten guns, the largest and finest ship in the navy. She was manned with a chosen crew of 1100 men; and had, besides, upwards of fifty young gentlemen on board, some of them belonging to families of the first distinction, who entered as volunteers, ambitious to serve, and learn the first rudiments of naval tactics under so worthy and able a commander. On the 15th a squadron of seven Dutch ships of the line and two frigates came up to Spithead, under the command of four admirals; and sir John having a special commission for that purpose, assumed the command of the whole.

This

This formidable fleet \* did not, however, leave Spithead till the 7th of August, when it proceeded for Portugal and the Mediterranean, with upwards of two hundred sail of merchant-ships under its convoy. Encumbered as the admiral was with this very valuable and extensive charge, and impeded also on his passage by contrary winds, he did not arrive off the rock of Lisbon till the 9th of September, and sir Charles Hardy immediately joining him with his squadron, and the storeships which were with him, they both proceeded for Gibraltar, the reinforcement of which garrison, as well as to recruit its provisions and military stores, had been the first object of sir Charles's voyage.

The French admiral, on the first information of the approach of this very formidable force, prudently resolved to retire and secure himself in the harbour of Cadiz; a resolution, happily for him, he carried into effect before the arrival of the combined fleet. Gibraltar was therefore succoured and put in the best posture of defence without any opposition on the part of, or, indeed, even seeing the enemy. When this part of the destined service of the squadron was effected, sir John proceeded to cruise off the coast of Portugal for some days, still entertaining hopes

\* Which consisted of the following ships :

British division.		Ships.		Guns.	
Sir John Balchen, admiral, in the		Monmouth	-	-	70
Victory.		Duke	-	-	90
Ships.		Prince Frederick	-	-	60
Hampton Court	Guns.	Princess Mary	-	-	60
Augusta	70	Etna	} fireships, and		
Captain	60	and			
Victory	70	Scipio			
Princess Amelia	110	Fly sloop.			
	80				
Dutch Division.		Ships.		Guns.	
Vice-admiral Martin, in the		Haerlem, admiral Bacchens			70
St. George.		Dordrecht, vice-adm <sup>l</sup> t'Hooft			64
Falkland	60	Damiata, vice-adm <sup>l</sup> Schryver			64
Suffolk	70	Leeuwenhorst, rear adm <sup>l</sup> Reynst			64
St. George	90	Edam, captain Trenfel			54
Exeter	60	Affendelft, — Boudaen			64
Vice-admiral Stuart, in the		Delft, — Welleskyn, and			
Duke.		Two frigates.			
Sunderland	60				

that

that mons. Rochambault would leave his place of security while the relief of Gibraltar was effecting, in hopes of eluding the British fleet and getting back to Brest. In this sir John was disappointed; and finding at last, after an ineffectual cruise of some days, that the enemy cautiously confined themselves to the harbour of Cadiz, he quitted the coast of Galicia on the 28th of September, and on the 30th entered the bay of Biscay on his return to England. A violent storm dispersed the whole fleet on the 3d of October, and many of the ships were with the utmost difficulty prevented from foundering: they all, however, arrived at Spithead, in a very shattered state, by the 10th of October, the Victory excepted. This noble ship separating from all her companions, was supposed to have struck on the caskets, a ridge of rocks, near Alderney, on the 4th. Fate thus in one instant overwhelmed a most worthy and able commander with nearly twelve hundred of his brave associates, and destroyed a ship which was justly, at that time, the pride of Britain and terror of her enemies.

The inhabitants of Alderney are said to have heard repeated signals of distress made during the night; but from the darkness, added to the violence of the tempest, were totally unable even to attempt affording them any assistance. The whole nation was filled with the truest sorrow at this dreadful and accumulated misfortune. The merits of the admiral himself, the diffused sorrow of relatives, and the loss of such a number of brave men, separately less honoured because less known, all tended to encrease the public grief to a poignancy that had scarcely been felt since the loss of the brave Shovel. Sorrow on such an occasion is the only tribute gratitude can pay to deceased merit; and the generous mind feels some relief in bestowing it worthily. His majesty was pleased to settle a pension of five hundred pounds a year on lady Balchen; and a small, but elegant monument, to perpetuate his memory, was erected in Westminster-abbey\*.

BLOWERS,

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\* On it is the following inscription, which we have thought it not improper to insert, as it very concisely affords some interesting biographical particulars.

**BLOWERS, William,**—was, on the 13th of July 1697, appointed commander of the Dolphin. His naval life was of exceeding short duration, he having been, but for, what particular reason does not appear, put on the superannuated list, in the following year, with a pension equivalent to the half-pay of the captain of a fifth rate. He enjoyed this till his death, which took place on the 14th of September 1720.

**BLOYS, William,**—was, on the 27th of August 1697, made captain of the Swan. We believe him to have retired from the service not long afterwards, finding no other mention whatever made of him, except that he died on the 9th of August 1720.

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“ Sir John Balchen, knight, admiral of the white squadron of his majesty's fleet, who, in the year 1744, being sent out commander-in-chief of the combined fleets of England and Holland, to cruise on the enemy, was, on his return home, in his majesty's ship the Victory, lost in the Channel by a violent storm; from which sad circumstance of his death we may learn, that neither the greatest skill, judgment, or experience, joined to the most unshaken resolution, can resist the fury of the winds and waves: and we are taught from the passages of his life, which were filled with great and gallant actions, but accompanied with adverse gales of fortune, that the brave, the worthy, and the good man, meets not always his reward in this world. Fifty-eight years of faithful and painful service he had passed, when, being just retired to the government of Greenwich-hospital, to wear out the remainder of his days, he was once more, and for the last time, called out by his king and country, whose interest he ever preferred to his own; and his unwearied zeal for their service ended only with his life, which weighty misfortune to his afflicted family became heightened by many aggravating circumstances attending it. Yet, amidst their grief, they had the mournful consolation to find his gracious and royal master mixing his concern with the general lamentations of the publick for the calamitous fate of so zealous, so valiant, and so able a commander; and, as a lasting memorial of sincere love and affection borne by his widow, to a most affectionate and worthy husband, this honorary monument was erected by her.

“ He was born February the second 1669. Married Susannah, the daughter of colonel Aprece, of Washingly, in the county of Huntingdon. Died October the seventh 1744, leaving one son and one daughter; the former of whom, George Balchen, survived him but a short time, for, being sent to the West Indies, in 1745, commander of his majesty's ship the Pembroke, he died, at Barbadoes, in December the same year, aged twenty-eight, having walked in the steps, and imitated the virtues and bravery of his good, but unfortunate father.”

**BAGDEN,**

**BUGDEN, or BRIDGEN, Edmund,**—was, on the 10th of March 1697, appointed captain of the *Jersey*. He was dismissed in a short time after, from this ship, by the sentence of a court-martial, for what particular offence does not appear, but it may be naturally concluded to have been of an heinous nature, for his judges were not content, as in ordinary cases, with simply dismissing him from his command, but condemned him to forfeit all his half-pay, which it had been customary to allow officers dismissed the service on common occasions.

**COLE, Edward,**—was, on the 27th of January 1697, appointed to command the *Strombolo* fireship. He, sometime afterwards, unhappily fell under a derangement of mind, which ended not but with his life, and of necessity compelled him not only to quit the service, but also obliged his friends to put him in confinement. He died in Bethlehem-hospital, but in what year is not known.

**COULSEA, Christopher,**—was, at the latter end of the year 1692, appointed second lieutenant of the *St. Alban's*, of fifty guns. Having served for some years in that station on board different ships, he was, on the 10th of December 1697, made captain of the *Speedwell*. In the month of May 1698, he was ordered for the *West Indies*, where he arrived in safety on the 27th of July. A dangerous and desperate conspiracy was formed on board his ship while on its passage to Barbadoes, to surprize and murder the principal officers, and afterwards run away with the ship. This villainous design was happily, however, discovered before the miscreants concerned, thought their plot ripe enough to be carried into execution. The ringleader, one Jonathan Bear, a midshipman, and some others, who had been most active in promoting the scheme, were secured and sent home to England, to be tried. Captain Coulsea unhappily did not long survive his arrival at Barbadoes, dying there on the 21st of September 1698.

**GROFTS, Henry,**—was, on the 11th of August 1697, appointed to command the *Hunter* fireship. He did not live to obtain any consequential command, or to distinguish himself in a way entitling him to public notice, dying on the 16th of December 1702.

**DUNBAR, Robert**,—towards the end of the year 1692, was appointed 4th lieutenant of the *Victory*, a first rate. He was, after serving in the same rank on board several different ships, promoted, on the 28th of June 1697, to be captain of the *St. Paul* fireship. No other mention whatever is made of him. We have even been unable to discover the time of his death.

**FOWLES, Henry**,—early in the year 1693, was appointed second lieutenant of the *Hope*. This ship was, in the year 1695, unhappily captured by a very superior French force; and in consequence of Mr. Fowles's very exemplary behaviour on that occasion, he was, on the 28th of October 1697, which was very soon after his release from captivity, promoted to command the *Deal Castle*. Soon after the accession of queen Anne, he was appointed to the *Scarborough*, and sent to the East Indies, where he died captain of the ship just mentioned, on the 24th of April 1704.

**GARDNER, Martin**,—was, about the end of the year 1692, appointed third lieutenant of the *Rupert*, of sixty-six guns. We find no farther mention made of him till he was, on the 27th of May 1697, promoted to the command of the *Queenborough* frigate. No other notice is taken of him, nor are we even acquainted with the time of his death.

**HARRIS, Barrow**,—was, in the beginning of the year 1693, appointed 2d lieutenant of the *Samuel and Henry*, a ship of forty-four guns hired from the merchants, and sent soon afterwards to New England under the command of captain, afterwards sir C. Wager. We hear nothing more of him till he was, on the 13th of August 1697, promoted to the command of the *Lightening* fireship. He is supposed to have been appointed to the *Sapphire* frigate soon after the peace, and to have continued in that ship, principally on the Mediterranean station, during the remainder of king William's reign. We do not meet with any information relative to him after this time till the year 1706, in which, as well as during the two or three succeeding years, he commanded the *Assistance*, of fifty guns, one of the West India squadron, which, during the first part of captain Harris's command, was under sir Wil-

liam Wheatstone's orders, who was afterwards succeeded by sir Charles Wager.

In 1708 he was the senior captain then on that station; and we find him in that rank sitting as one of the members of the court-martial held, on board the Expedition at Port Royal, on the 23d of July 1708, for the trial of the captains, Bridges and Windsor. He returned from the West Indies soon after this, and quitted the command of the Assistance: after which he does not appear to have held any command till the year 1718; when he was appointed to the Bredah, of seventy guns, and sent to the Mediterranean under sir George Byng. At the memorable action with the Spanish fleet off Sicily, he was stationed as one of the seconds to the commander-in-chief, and behaved with the greatest gallantry although the manœuvres of the Spaniards prevented the fleet from engaging in a regular line. In this engagement the Prince of Asturias, of seventy guns, with rear-admiral Chacon's flag on board, struck to the Bredah and Captain; the latter being commanded by captain Arch. Hamilton. The dispute with Spain being terminated in the following year, in consequence of the tremendous blow their navy sustained on this occasion; captain Harris had no other appointment till 1723, when he was made commodore of the small squadron usually kept at Jamaica, even in times of the most profound peace. He hoisted his broad pendant on board the Falkland, and unhappily perished, together with his whole crew, in an hurricane, which overtook him on his return from thence on the 24th of March 1724-5.

HUGHES, Robert,—was appointed a lieutenant in the navy soon after the revolution; but we do not know in what particular ships he served till the year 1693, when we find him second lieutenant of the Suffolk. We are in the same degree of ignorance concerning him\* till he was, on the 28th of June 1697, appointed captain of the Flamborough. He continued to command this vessel during the whole of the ensuing peace; and on the accession of queen Anne, and the re-commencement of war:

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\* Except that we find him to have served, in 1695, as first lieutenant of the Queen, at that time the flag ship of sir Clondell Shovel.

with France, was stationed in the German Ocean as a cruiser. He displayed great activity and diligence in this employ, having captured several small privateers, which infested those seas, from the port of Dunkirk, and were at that time reputed the best sailing vessels in the enemy's service. Towards the latter end of this year he was promoted to the Winchester, of fifty guns, and in 1703 accompanied sir Cloudesley Shovel to the Mediterranean, where, owing to causes already explained, too little was done by the whole fleet to enable us to descend to the particular services of each individual and private commander.

We have not been able to collect any particulars relative to captain Hughes, from the time above-mentioned till the year 1708, when he commanded a ship of the line, one of the squadron stationed in the Mediterranean under sir John Leake. He was appointed by that admiral commodore of a small squadron ordered to cruise off the Straights mouth; in which service he met with considerable success, having, during the very short time he was thus employed, taken and driven ashore two of the enemy's frigates and a sloop.

Although we do not meet with any other mention made of him, we believe him to have been principally employed on the same station during the remainder of the war. In the year 1715 he was appointed to command the Plymouth, of sixty guns, one of the ships sent in that year, under sir John Norris, to the Mediterranean. We believe him to have continued to serve on the same station, as well as in the same ship, during the ensuing year, and to have been appointed, in 1717, to command the Devonshire, of eighty guns; but we have not been able to make out the last appointment perfectly to our satisfaction. We do not find any farther mention made of this gentleman till the year 1726, when he commanded the Hampton Court, of seventy guns, one of sir Charles Wagers fleet in the Baltic. On the 21st of April 1727, he was promoted to be rear-admiral of the blue; and having hoisted his flag on board the very ship he had just before commanded as a private captain, sailed immediately afterwards for the Baltic, third in command of the fleet sent thither under sir J. Norris. Soon after his return to England, that is to say, on the

4th

4th of January 1727, he was advanced to be rear-admiral of the white, as he was on the 29th of July following to be rear-admiral of the red. This promotion he did not long enjoy, dying on the 14th of March 1728-9.

**JOHNSON, William**,—was, on the 29th of March 1697, appointed captain of the Lizard frigate. This vessel was put out of commission after the conclusion of the peace at Utrecht, and captain Johnson did not live to obtain any re-appointment. He died on the 31st of Aug. 1699.

**KELLING, Jonathan**,—entered into the navy towards the end of the last Dutch war. He attained the rank of lieutenant soon after the revolution; and, in 1693, was appointed first lieutenant of the Rochester, a fourth rate of forty-eight guns. We are ignorant of any other particulars relative to him, till we find him, on the 3d of March 1697, promoted to the command of the Maidstone. He was soon after sent to the West Indies, where he died on the 20th of October 1698.

**LAPTHORN, John**.—Nothing farther is known of this gentleman, than that he served as first lieutenant of the Crown, a fourth rate, in 1693; and was promoted, on the 5th of May 1697, to be captain of the Lizard. We have even been unable to discover the time of his death.

**LONG, Richard**,—was, on the 4th of December 1697, appointed captain of the Rupert Prize. After the accession of queen Anne he was made master-attendant and captain of the Lewis Hulk at Jamaica; from these stations he was, on the 12th of September 1705, dismissed by Sir William Whetstone, who then had the chief command there. The particulars of his offence are nowhere mentioned. He is said to have died sometime in the year 1717.

**MARTIN, Samuel**,—was, on the 18th of October 1697, appointed captain of the Biddeford. We know nothing farther relating to this gentleman till some little time after the accession of queen Anne, when he was appointed to the Blackwall, and employed for a long time as a cruiser, in which service he had tolerable success. He was sent, in Sept. 1705, with two other small ships of war, to convoy the fleet bound to the Baltic, and was on his return from thence with the same ships of war, having under

their protection all the merchant vessels that had completed their lading, in time to return with them, when they unfortunately fell in with the Dunkirk squadron, commanded by M. de St. Paul. It consisted of five stout king's ships, and as many large privateers, which were joined, after they had put to sea, by several more. Against these formidable, and, indeed, tremendous odds, the English commanders contended with a bravery that deserved a much better fate. After an obstinate defence they were all taken.

Captain Martin fell in the engagement, as well as the French commodore, St. Paul, the latter is said to have been an officer so highly esteemed by the French king, that when it was reported three English ships of war, together with twelve merchant-ships, were carried into Dunkirk, but that St. Paul had fallen in the encounter, the king answered with a sigh, "Very well, I wish they were all safe in any English port, provided that would restore me M. de St. Paul." The above event, deemed unfortunate even by the victors, took place on the 29th of October 1705.

MAUGHAM, George, — The first commission we find granted to this gentleman was dated on the 1st of October 1692, appointing him second lieutenant of the *Reserve*. We hear nothing farther of him till he was, on the 5th of June 1697, promoted to the command of the *Lincoln*, a fourth rate of sixty guns. This gentleman's name was, by some accident or other, omitted in an official list of officers commanding ships of the line, and dated soon after this time; nevertheless, we entertain no doubt of the above appointment. He afterwards commanded the *Kinfale*; in which station he was unfortunately killed, at Barbadoes, on the 28th of August 1702: whether he fell in a duel, or by some natural accident does not appear.

MITCHEL, Henry, — was appointed a lieutenant in the navy soon after the revolution; and, in 1692, was promoted to be second lieutenant of the *Sandwich*, a second rate of ninety guns, commanded by captain Woolfran Cornwall. We know not what commissions he held after this time till the year 1697, when he was, on the 1st of October, appointed captain of the *Phoenix* fireship.

After

After the accession of queen Anne he was promoted to the Plymouth, a fourth rate. This ship unhappily foundered at sea, the captain and all the crew perishing with her, on the 11th of August 1705.

MOORE, Joseph, or Joshua, — was appointed third lieutenant of the Monmouth, of sixty guns, at the latter end of the year 1692. We hear nothing farther of him till the 8th of January 1697, when he was promoted to be captain of the Flame fireship. He was immediately afterwards advanced to the command of a ship of the line, which was put out of commission soon after the peace at Ryswick took place, and captain Moore remained unemployed during the remainder of king William's reign. Immediately after the accession of queen Anne he was appointed captain of the Mary galley, a frigate of thirty-four guns, and at that time employed as a cruiser; in this service he was remarkably diligent; and successful enough to capture several of the enemy's smaller privateers, and some of their merchant vessels. He was sometime afterwards promoted to command the Monk, on board which ship he unhappily shot himself, either on account of some private discontent, or what is more probable, some temporary insanity, on the 27th of February 1705.

MORRICE, MAURICE, or MORRIS, Salmon, — for thus is his name variously spelt in various MSS. and by different historians and authors. The first commission we find this gentleman holding is that of second lieutenant of the York, a sixty gun ship, commanded by captain James Killegrew. This appears to have been given him in the month of October 1692; and after this time we find no mention made of him till he was, on the 14th of May 1697, appointed captain of a small frigate, called the Royal Transport, or, as we are rather inclined to believe, the Royal Escape, a small vessel still kept in the navy to commemorate the preservation of king Charles the Second. We hear nothing farther of him during the reign of king William; and perhaps there are very few persons who have ever obtained the rank of a naval commander, of whose early life and service we are more ignorant than of those of this gentleman.

Not long after the accession of queen Anne he was appointed captain of the Advice of fifty guns; but we do  
not

not find any more remarkable mention made of him, than of his having captured, in June 1704, a small French ship of war, mounting eighteen guns, which was afterwards taken into the service and called the *Advice Prize*. He was after this time principally employed on the Mediterranean station; but we do not find any positive mention made of him till the year 1712, when we find him serving in the Lisbon Squadron under vice-admiral Baker, and appointed by him commodore of a small force stationed off the Streight's mouth, while he himself was engaged in cruising off the Western islands for the Brazil fleet.

We do not, singular as it may appear, find any mention made of him after this time till the year 1723, when he was appointed, in the month of April, to command the *Sandwich*, a second rate of ninety-six guns, one of a number of ships ordered to be immediately equipped, but on what particular occasion was a secret, and which being known only to the administration of that time, will now, consequently, ever remain so; for it never was made public, but died, like most other abortive expeditions, with those who contrived it.

In 1726 we find him captain of the *Nassau*, of seventy guns, one of the fleet sent in that year, under sir Charles Wager, to the Baltic, and appointed to command, with the rank of commodore, the third division of the fleet. Nothing memorable enough to merit relation took place during this expedition. But in the following spring a Squadron being again ordered to the same part of the world, under sir John Norris, captain Morris was, on the 21st of April, just before sir John was ready to put to sea, advanced to be rear-admiral of the *White*, yet he was not appointed to any command in that fleet, nor, as we believe, was he again employed: he, nevertheless, partook regularly of the progressive promotions\* which took place in the navy from this time till the year 1732; an honourable compliment, if it is not a misapplication of the term to call it so, which his long service and highly esteemed character justly entitled him to, and which it would have

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\* On the 4th of January 1727-8, he was appointed rear-admiral of the red; on the 19th of July 1728, vice-admiral of the blue; and, on the 29th of June 1732, vice-admiral of the white Squadron.

been

been an high act of public injustice to have withheld from him. In the month of March 1733-4, worn out with age, infirmities, and long service, he retired on a pension of 450l. a year, which he enjoyed till his death, which happened on the 27th of March 1741.

**NOBLE, Mark.**—The first information we have of this gentleman is, that he was second lieutenant of the *Dutchess*, a second rate, in the month of June 1696; how long before this he obtained the above rank we cannot precisely say, but we believe a short time only, as we have reason to suppose his promotion in the navy was remarkably rapid. On the 12th of July 1697, he was appointed captain of the *St. Vincent*, a fireship, which had been formerly a small frigate taken from the French. He was in a very short time after promoted to the *Dunwich*, and sent, in the month of February 1698, to Cadiz and the Mediterranean. He died, commander of the ship just mentioned, on the 22d of March 1701.

Rear-admiral Hardy, in his list of naval commanders, adds, as a remark, that he was dismissed the service from the *Dulwich*. Of this circumstance we find no mention made in any other place; and suppose the alteration of the ship's name to have been merely an error of the press, there not being any such ship as the *Dulwich* in the service.

**ORMEROD, Charles.**—is entitled to a place here, only from having been, on the 15th of February 1697, appointed captain of the *Lightening* fireship.

**SEARLE, Henry.**—is nearly in the same predicament; we know only he was appointed fifth lieutenant of the *Sandwich*, a second rate, in 1695; and being afterwards removed into some ship sent to the West Indies, was there promoted, on the 5th of June 1697, to be captain of the *Flame* fireship. This vessel unhappily foundered at sea on the 22d of August following, being then on its passage home to England: the captain and the whole crew perished with her.

**SPANN, Jonathan.**—We do not find any mention made of this gentleman previous to his appointment, on the 25th of February 1697, to be captain of the *Virgin Prize*. The peace at Ryfwic taking place soon after this time, he had no opportunity of distinguishing himself so

as to enable us to say any thing particular concerning him; or even to ascertain with any degree of precision, whether he remained in commission during the continuance of the peace itself. On the accession of queen Anne, and the recommencement of the war with France, he was appointed to the *Sorlingues*, a frigate of thirty-two guns, being of the same force with that he before commanded. He was sent in 1703 to Newfoundland, where he met with much success; having captured some valuable prizes, one of them a ship of war mounting twenty guns. The different services in which he was employed after this time, were, unhappily for him, so little consequential, that we do not find any mention made of him till the year 1706, when we believe him to have been sent to India\*, being then commander of the *Norwich*, a fourth rate of fifty guns, to convoy thither a fleet of merchant-ships. He himself, as well as the other commanders, returned from thence, with six India ships under their protection, towards the close of the following year. We again find no mention made of him for an interval of three years; but early in 1710 he was sent out with a small squadron to the West Indies; on which station he was appointed commodore and commander-in-chief, as successor to sir Charles Wager. The French had at that time no naval force in the West Indies for him to contend with†; and therefore the equipment of this squadron was intended merely to prevent any sudden surprize, by such small force as the

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\* Together with the *Litchfield*, captain T. Smith, and the *Woolwich*, captain R. Thompion.

† Mr. Burchet, in his account of this expedition, says captain Spann sailed from England, with the *Rupert* and two fourth rates, on the 30th of January; and after he had seen his convoy to Barbadoes and the Leeward islands, proceeded to Jamaica: but it does not appear that any thing took place, during the time he held this command, more worthy of remark, than that he took two prizes of inconsiderable value, one a ship, the other a sloop, off cape Maize, in the isle of Cuba; and forced two ships ashore on the west end of Hispaniola, one mounting thirty, the other fourteen guns. The largest of these ships the commodore sent his lieutenants, with the boats manned and armed, to take possession of, the officers and men having been obliged, by the fire of the English ships, to quit her. They, however, had taken the precaution to set her on fire before they left her, and she blew up, fortunately before the boats reached her; the smaller ship was sunk.

enemy

enemy might be able to send out without being observed at home, and also to prevent those piratical depredations that might be committed by their privateers.

The enemy made no attempt of either kind; but if, through this inoffensive disposition on their part he had no opportunity of acquiring popular fame, his civil conduct was, at least, so irreproachable, and his manners so conciliating to the merchants, and others with whom he was in his public character more materially connected, that he experienced from them, on all occasions, the highest attention and respect; and left them, a happiness attained to but by few, more particularly in those days, without deserving, or even incurring their censure.

After his return to England he continued captain of the *Rupert*; which ship, as has been already stated, he carried out when he was first invested with the West India command. The same inactivity on the part of the enemy prevailing in Europe that did in the West Indies, captain Spann had no opportunity of signalising himself during the short remainder of his life. He died on board the *Rupert*, at Portsmouth, on the 30th of August 1712.

TREVOR, Tudor,—is very reasonably supposed, from his name, to have been a descendant of one of the younger branches of the very ancient family of Trevor\*. The first

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\* Of which Collins affords a very long heraldic account.

"The noble family of Trevor," says he, "is one of the principal families in Wales, deduced by the Welsh heralds from Roard Wiedick, father to Eignian Youthe; which Eignian held the lands of Gaercinion in Powysland, and was grandfather to Kariodock Ureck fras, earl of Hereford and Marchiogen, in the time of prince Arthur, who began his reign anno 516.

"But the first that bore this name was Tudor Trevor, earl of Hereford, son of Rheingar, grandson of Kariodock aforesaid. He married Aukaret, daughter of Howel Dha ap Kadell, prince of North Wales; and from him lineally descended, in succeeding ages, another Tudor, whose great-grandson, Jerworth Hen. ap Owen ap Blethyn ap Tudor, had in marriage Aukaret, daughter and heir to Griffith ap Melior ap Ellidor, by Aukaret his wife, daughter and heir of Llul ap Merrick ap Karaden ap Jestir ap Guergant, and had issue by her Jerworth, junior.

"And although surnames were not fixed in these dominions till the reign of Henry VIII. yet I find a like name, and of authority, in Ireland, in the annals of that kingdom, A. D. 1361, where Joane is mentioned as wife to Gessry, lord Trevers.

"Moreover

first information we have of this gentleman, in the line of his profession, is, that he was, on the 8th of October

" Moreover there was John Trevers, or Trevaure, the 14th bishop of St. Asaph; and another of that name, who was the 19th bishop of the same see; and likewise chamberlain of Chester in 3 Richard II. A.D. 1380, and continued so to 6 Hen. VI.

" Jerworth Vichan aforesaid, had issue four sons; and from one of them the family of Mostyn is derived, for Thomas, in the time of Henry VIII. took the name of Mostyn, from the place of his nativity and ancient inheritance, by advice of the judge, who disapproved the genealogical way of appellation, used by the Welsh, as tedious; this Mostyn at that time being called, at the pannel of a jury, by the name Thomas ap William ap Thomas ap Richard ap Howel ap Evan Vaughan, &c.

" Those of the name of Jenkyns, with divers others, are also branches of this family, and bear the same coat of arms.

" Jerworth Voel, another of the sons of Jerworth Vichan, married Gwladus, daughter and heir of Jerworth ap Griffith ap Brockwell, and left issue Ednevet Gam, who married Giolades, daughter and heir of Madoc Eignion ap Edwin, by whom he had several sons.

" The second son was David, the fifth Jevan, ancestor to the Howells, and the Hosiers, both of Woodcote, in the county of Salop; and the Hosiers, of Creakton, in the same county.

" David married Gwenwhyfer, daughter of Adda Goch, and had issue Edward ap David, who died 1448. He married Aukeret, daughter of Robert Puliston, of Emral, by whom he had two sons, John, and Richard, progenitor to the Trevers of Oswaldstree, in the county of Salop.

John (the eldest son, as likewise his brother) took the name of Trevor, and was seated at Brynkynate; and died in 1494, having had issue by his wife Agnes, daughter and heir to Peter Cambre, of Poole, five sons, which laid the foundation of as many several branches: 1. Robert, who succeeded his father at Brynkynate, married Catharine, daughter and heir of Llewellyn ap Ithele de Mauld, and had posterity: 2. Edward, who wedded Anne, daughter of Gessry Kyffin, or Cuffin, and had two sons, John and Thomas; and from him descended (probably) colonel Mark Trevor, a loyalist to king Charles I. and by him ennobled in Ireland, whence the viscounts Dungannon proceeded; which colonel Mark Trevor had to wife Anne, daughter and heir of John Lewis, esq. and relict of John Owen, esq. son and heir of sir Hugh Owen, of Oriekton, in Pembroke-shire, knt. and bart. but had no issue: 3. Richard Trevor, of whom hereafter: 4. Roger Trevor, of Planckenwich, who married Gwerorilla, daughter of Rose Lloyd ap Gruff ap Enion, of Gedroi, and left posterity: 5. Thomas, who married Margaret, daughter of John Hammer, of Lightwood, and left issue."

N. B. From Richard Trevor, the third son, the present lord Viscount Hampden is descended.

1697,

1697, appointed commander of the *Dunwich*, in which ship he continued, though unnoticed, during, at least a considerable part, if not the whole remainder of king William's reign. On the accession of queen Anne he was promoted to the *Triton* of fifty guns, and during the years 1702 and 3, was employed at home as a cruiser. He was laying in Yarmouth road during the great storm, which happened on the 26th and 27th of November in the latter year, and though in so exposed a situation happily weathered it without experiencing the smallest injury, inasmuch that, as soon as the tempest abated, he was dispatched to sea in search and succour of any ships that were unfortunate enough to be dismasted and survive the hurricane, with that, or any other partial and remediable disaster.

In the following year he accompanied sir Cloudesley Shovel to Lisbon, who was sent thither with a strong reinforcement to the squadron which had sailed sometime before under sir George Rooke. He behaved with singular gallantry at the battle off Malaga, which took place some time after the junction of their force, and had the good fortune to escape with a loss comparatively trivial to what might have been expected in so long and desperate an encounter, having had only five men killed and his first lieutenant and twenty-one men wounded. His conduct on this memorable occasion so highly recommended him to the notice and favour of sir George, the commander-in-chief, that he had the honour of being made the messenger of the victory. We hear nothing of him after this time till we find him, in 1706, captain of the *Windfor*, of sixty guns, one of the squadron sent to the West Indies in that year, under commodore Kerr. Some mention was made of this gentleman in the petition presented to the house of lords, by Mr. T. Wood, against the commodore; the particulars of which charge have been already noticed in the life of that gentleman\*. But we have to remark, in justice to Mr. Trevor, that, notwithstanding the accusation might be just against Mr. Kerr, as principal, not the slightest part of it could be, in any degree, attached to Mr. Trevor as agent; the part he bore in the business alluded to being,

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\* Vol. II. p. 326.

to speak of it in its harshest light, nothing more than being employed in the conveyance of a message from his commander-in-chief to the complainant, the purport of which he, the messenger, never complied with. It is not at all improbable the completion of the bargain was frustrated by Mr. Trevor himself, who might properly reflect on the disgrace that would attend its being carried into execution. We are confirmed in this idea by finding, on the re-commencement of a second treaty between the above-mentioned parties, that the share captain Trevor was formerly to have borne in it was now confined to other hands, namely, captain Bowler, of the Experiment.

He continued to command the Windsor under sir C. Wager, who succeeded the commodore; and we find him 2d captain in rank on the court-martial convened, at Jamaica, for the trials of the captains, Bridges and Windsor, on the 23d of July 1708. In the month of September he was promoted to the Monmouth, a third rate of seventy guns, newly arrived from Europe, his old ship, the Windsor, being ordered home as unfit for farther service, without a thorough repair. Rear-admiral Wager himself returned to England in the month of October 1710, leaving captain Trevor commander-in-chief on that station pro tempore. He was relieved by commodore Spann, and returned to Europe in the following spring.

We do not find any mention made of captain Trevor after this time till the year 1717, when we believe him to have commanded the Exeter, of sixty guns, one of the fleet designed for the Baltic under sir George Byng, as he did, in 1721, the Medway, of the same force, ordered on the same service as the former, in the fleet commanded by sir John Norris. In 1726 he was appointed to the Elizabeth, of seventy guns, in which he sailed, for the third time, to the Baltic, under the orders of sir Charles Wager, being stationed in the line as one of the seconds to sir George Walton, the second in command. This expedition was equally uninteresting with those which had preceded it; and we have no reason to suppose that, after the conclusion of it, capt. Trevor ever went again to sea. In 1736 he retired altogether from the service, on being appointed a captain in Greenwich-hospital. In the following year he was promoted, upon the death of Mr.

Soanes, to be the lieutenant-governor of the same, but unhappily did not long enjoy this honourable advancement, dying on the 28th of January 1739-40.

WALTON, Sir George,—was a man who, from some particular circumstances, we believe to have been of obscure origin, an homely truth, which must cause him to rise with additional splendor in the public esteem, as from thence we must be convinced he owed his attainment of the highest degree of popular favour, as well as that rank he so deservedly reached in the service, merely to his own merit, unalloyed by interest, or what is vulgarly called connexion, and ministerial favour. We find him to have been appointed, in the year 1692, first lieutenant of the Devonshire, of eighty guns. He in all probability had attained the rank of lieutenant some years before, but the particulars of his appointments have not come to our knowledge. In 1695 he was first lieutenant of the Restoration, of seventy guns, one of sir Cloudeſley Shovel's division in the main-fleet: but it can scarcely be expected, we should in this early part of his life, have it in our power to do more than barely record these biographical points, trivial and insignificant as they are. On the 19th of January 1697, he was promoted to the command of the Seaford frigate. This ship being put out of commission, and taken into dock for repair, after the conclusion of the peace at Ryſwic, we believe captain Walton to have accepted of the command of a Smyrna ship, called the Delaware; in which he continued for one voyage, or, at most, two. In the year 1699, he was captain of the Seahorse, a small frigate on the Mediterranean Station, but where he met with no occurrence worth recording.

The restless temper of Louis the Fourteenth rendering it more than probable it would be impossible to keep terms with him longer than while his inability to do mischief prevented his natural genius and turn of mind from displaying itself, a fleet was ordered to be equipped for the West Indies towards the end of the year 1701, and put under the command of vice-admiral Benbow, as has been already stated in the account of that gentleman\*. Captain Walton, who was just before promoted to the

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\* See Vol. II. page 231, et seq.

command of the *Ruby*, a fourth rate of forty-eight guns, was one of the officers who accompanied him; and was also one of those few brave men, to whose gallantry the admiral was, in the memorable action with *Du Cassé*, indebted for his preservation, in all probability, from captivity\*. His conduct on that trying occasion renders the highest praise and panegyric too feeble to do it proper justice: to every discouraging circumstance, to every studied cause of depression, that the malignant hearts of several of his comrades could invent and contrive, his magnanimity and honourable spirit rose superior. Principally through his assistance, the traitorous intentions of the captains *Kirkby*, and others, were not only frustrated, but the French chef de Escadre himself, was happy to retire with the bare ignominy of a defeat, complete in every respect except that of his not becoming the prisoner of the British flag.

On his return from the West Indies, in 1704, he was promoted to the *Canterbury*, of sixty guns, and sent to the Mediterranean in the following year, under sir *C. Shovel* and the earl of *Peterborough*, who, by a strange capriciousness and turn of mind in ministers, was appointed with the former, joint-admiral and commander-in-chief of the fleet. In the month of October he was dispatched for England before the fleet, and brought the first confirmation of the surrender of *Barcelona*. He continued to command the *Canterbury* several years; and, in 1707, we find him one of the captains in sir *Thomas Hardy's* Squadron, at the time that gentleman was sent to convoy the outward-bound *Lisbon* fleet. His fair and honourable testimony of the commander-in-chief's gallantry and good conduct in that affair, which drew on him so much unmerited obloquy, not only tended to produce his legal acquittal, but also contributed exceedingly to restore him to that degree of popular favour, which, to speak candidly, he never deserved to have forfeited.

After this time we believe captain *Walton* to have been principally employed in the Mediterranean; but we have been unable to ascertain this fact to our own satisfaction, as well as to discover the precise time when he quitted the

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\* Vol. II. p. 235.

However notorious this particular piece of naval history may be, it would certainly be an act of injustice not to give a concise detail of it. On the 11th of August the British fleet, which had, during the preceding day and night, been in close pursuit of the Spaniards, having so considerably neared them as to render an engagement

\* " Sir,

" We have taken and destroyed all the Spanish ships and vessels that were upon the coast, the number as per margin.

" I am, &c.

**"George Walton."**

**"To Sir George Byng,  
commander-in-chief, &c."**

Mr. Corbet, in his account of the Sicilian expedition, quaintly and at the same time judiciously observes, "The captain was one whose natural talents were fitter for achieving a gallant action than describing one; yet his letter on this occasion carries in it such a strain of military eloquence, that it is well worth inserting."

[The main body of the page contains approximately 35 lines of text that are almost entirely illegible due to extreme horizontal banding and heavy noise. The text appears to be a continuous paragraph.]

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June 1732, he was farther ad-  
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n the line of active service on a pension  
died sometime in the year 1740, and

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447.  
(the flag ship) Bedford, Monmouth, and Grafton;  
Helen's on the 22d of October, and arrived at  
very quick passage, on the 30th of the same month.

unavoidable, the marquis de Mari, one of their rear-admirals, separated from the body of the fleet and ran in for the Sicilian shore, with six ships of war, and all the galleys, storeships, bombketches, and fireships. Captain Walton was immediately detached after them with six ships of the line, by the commander-in-chief, who himself pursued the remainder, and soon began to attack. The Argyle, which was the headmost ship of captain Walton's detachment, having got nearly close up with one of the Spanish ships of war, fired a shot across her, as is customary, to bring her to. The enemy taking no notice of it, the Argyle fired a second, which was equally ineffectual: and the Canterbury, who was now approached very near, firing a third, the engagement commenced in earnest immediately, by the Spanish ship returning the fire of the Canterbury with her stern chase.

The result is not only well known, but was, what was so concisely stated in captain Walton's *dispatch*. His prizes, and the several operations previous to their capture, would, as it is remarked by Campbell, "have furnished matter for some pages in a French relation," for from his marginal list referred to, it appeared he had captured four Spanish ships of war, one of them mounting sixty guns, commanded by rear-admiral Mari himself, one of fifty-four, one of forty, and one of twenty-four guns, with a bomb vessel and a ship laden with arms; and had burnt one ship of war mounting fifty-four guns, two of forty, and one of thirty, a fireship and a bomb-ketch.

His behaviour on this occasion procured him the honour of knighthood immediately on his return; and some, among the rest Mr. Corbet, have mentioned his promotion to be rear-admiral of the blue, which did not take place till the 16th of February 1722-3, as bestowed on him for the same reason: but however sir George, as we must now call him, might justly merit it, it is not to be reckoned among the list of his rewards, he having been advanced to be a flag-officer in conformity to the general custom of the service, and not till he, considered as a man of irreproachable character, would have been unjustly treated, had he not received it, even supposing he had not been present at the action off Cape Passaro. Sir George had no appointment in actual service, as a flag officer, till the

the year 1726, when, having hoisted his flag on board the *Cumberland*, he was made second in command of the fleet, sent to the Baltic under sir C. Wager; the cause and particulars of which expedition are to be found in that admiral's life\*. On April 21, 1727, he was advanced to be rear-admiral of the red, and sent out, in the month of October, with a reinforcement of four ships† of the line, to sir C. Wager, who then commanded a squadron stationed at Gibraltar to cover that important place, and watch the motions of the Spaniards.

The rear-admiral was immediately sent out to cruise off cape St. Vincent's, with a squadron of seven ships of the line besides frigates. Sir George returned to England after a very uninteresting expedition, and arrived in Portland road on the 15th of January 1727-8, having been a few days before advanced to be vice-admiral of the blue. News of the death of vice-admiral Hopson arriving in England in the month of July, sir George was, on the 19th, advanced to be vice-admiral of the white. In 1729 he was appointed second in command of the fleet under his old colleague, sir Charles Wager; but this armament, which was intended merely as provisional, having by its equipment only sufficiently kept the Spaniards in awe, we do not believe it ever even put to sea. In 1731 sir George was again called into active service, and hoisted his flag in consequence on board the *Sunderland*, of sixty guns, at Spithead; but it appears also on this occasion, as well as the former, that he did not put to sea. On the 29th of June 1732, he was farther advanced to be vice-admiral of the red; as he was, on the 26th of February 1733-4, to be admiral of the blue. In the month of June following he commanded a squadron of thirteen ships of war at the Nore, which appears to have been the last appointment he ever held, for, in 1735, he retired altogether from the line of active service on a pension of 600*l.* a year. He died sometime in the year 1740, and

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\* See Vol. II. p. 447.

† The *Captain*, (the flag ship) *Bedford*, *Monmouth*, and *Grafton*; they sailed from St. Helen's on the 22d of October, and arrived at Gibraltar, after a very quick passage, on the 30th of the same month.

we think his character sufficiently delineated by the foregoing account to render any remark or feeble attempt at panegyric unnecessary.

## 1698.

**BELVIN**, Robert, — although regularly appointed captain of a ship of war, is scarcely entitled to a place here, except on account of the very extraordinary anecdote that attends his promotion, and which, not to speak paradoxically, is the very reason why he has a less claim to the rank of a naval commander. After having regularly served as a lieutenant, he was promoted to the command of the *Trident* on the 27th of January 1698, but never took out his commission, having, in lieu of it, accepted of a purser's warrant for a first rate!!! The time of his death is unknown.

**BRISCOE**, Edward, — is known only as having been appointed captain of the *Sun Prize*, a frigate of twenty-four guns, on the 8th of November 1698. No mention is made even of the time of his death.

**DAMPIER**, William. — The name of this gentleman, as a navigator, is too generally known to make it necessary for us to expatiate on his merit in that particular line. His celebrity recommended him, through the right honourable Mr. Montague, president of the royal society, to the notice of the earl of Orford\*, at that time

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\* Captain Dampier takes very grateful notice both of the patronage itself, as well as the cause of it, in this dedication of the second volume of his voyages to that noble personage.

"My lord (says he) it is in acknowledgement of the favours your lordship has conferred upon me, that I presume to place your name before these papers. The honourable person to whom I dedicated my former volume could not have taken a more agreeable way to befriend me, than by recommending me to your patronage, and I shall always retain a grateful sense of it; and your lordship has been pleased to prefer me in a way suitable to my genius and experience, and wherein therefore, if in any way, I may be able to do something towards the preserving the good opinion you have been pleased to entertain of me." — Damp. Dedicat,

first commissioner of the admiralty, and through his interest he was, on the 26th of July 1698, appointed commander of the *Roebuck*, a small frigate then equipping for a voyage of discovery. But it is necessary we should first make some mention of his life and former voyages, which were the cause of his being entitled to a place here. He was born in the year 1652, being descended from a respectable family in the county of Somerset; and conceived an early disposition for adventure, especially that particular species connected with maritime discovery and travel. He informs us he was not originally intended by his father and mother for the sea, but that upon their death his guardians removed him from school, where he had been placed by his parents; and after having caused him to be properly instructed in such branches of knowledge as were calculated to render him service in such a station, bound him apprentice to the master of a vessel belonging to Weymouth.

Mr. Dampier very fairly exonerates those who had the care of him from any blame that might be thrown on them for this apparent defeat of his parents intentions, by confessing, that in adopting the above measure they only complied with a very early inclination he had of seeing the world. He first began by making a short voyage to France, and afterwards one to Newfoundland, at which time he was only eighteen years old. He tells us that he suffered so much from the severity of the cold at the last place, that he for a time gave up all thoughts of pursuing a naval life; nevertheless, as if fate had pre-ordained his celebrity as a navigator, he relaxed from this resolution on hearing of an East India ship that was then ready to sail. He entered on board as a foremast-man, and continued in that station during the whole voyage. He was not absent from England much longer than twelve months: and the second Dutch war breaking out soon after his return, he continued at home during the remainder of that year, living with his brother, who appears to have been a man of some property and estate in the county of Somerset. In the ensuing spring he grew weary of so indolent a life, and entered on board the *Royal Prince*, the ship which carried the flag of sir Edward Spragge.

He was present at both the first and second actions which took place with the Dutch fleet in this year; but being taken very suddenly ill only a day or two before the third happened, was put on board an hospital ship, in which he was conveyed to Harwich, with a number of other sick and wounded men. The war nearly concluding with the battle above-alluded to, and having continued sometime in the hospital in a very weak and languishing condition, he went home to his brother, where, from better care and attention being paid him, he quickly recovered. The nation being at peace, and his health perfectly re-established, he agreed to go to Jamaica, on an offer made him by a colonel Hillier, of East Coker, in Somersetshire, his native parish, to be his agent or steward in that island, under a Mr. Whalley. He continued with that gentleman for six months, and then entered into an employ in the same line under a captain Hemmings. This, however, ill-suited his genius, and, perhaps, ability, he shipt himself with a captain Hudfel, who was bound to the bay of Campeachy, to load logwood.

They sailed from Port Royal about the beginning of Aug. 1675, and met with no very extraordinary occurrence during the voyage. This ship returning to Jamaica, and the crew being discharged, Mr. Dampier engaged, in the month of February 1675-6, with a Mr. Johnson, of New England, who was bound to the bay on an errand similar to the former. This voyage was much longer than the preceding; and he did not return to Jamaica till the month of April 1678. He sailed from thence for England, whence he again prepared to return to the bay of Campeachy, having embarked, early in the year 1679, as a passenger on board the *Loyal Merchant*, a trading ship bound for Jamaica. When he reached that island he changed his former resolution, and having disposed of such commodities as he brought with him from England, for the purpose of trade, was about to return to his native country, when he was prevailed to alter his plan a second time, and accompany a Mr. Hobby to the Musquito shore.

They had proceeded no farther on their voyage than the west end of Jamaica, when all the men, himself excepted, deserted his patron to go on a buccaneering expedition.

dition to the Spanish main. After a few days Mr. Dampier, who was thus left alone with Mr. Hobby, was prevailed on to accompany them also. Their first expedition was against Portobello, which having succeeded, they set forth, on the 5th of April 1680, to march across the isthmus of Darien; and, when they reached the South Seas, embarked in such canoes and vessels as the Indians furnished them with. By the 23d of April they reached Panama, and after having in vain attacked Puebla Nova, in which assault they lost captain Sawkings, who, till then, acted as their commander, steered their course to the southward for Peru. They continued in the South Seas, variously occupied in cruising, though with indifferent success, against the enemy, and quarrelling among themselves, till the month of April 1681. A separation then took place between the two contending parties; the most formidable of these continued with a captain Sharp, who had been chosen commander, though not unanimously, being thought, by Mr. Dampier and others, ill-qualified for such a station; while that gentlemen with the remainder, amounting to about fifty persons, embarked to seek their fortune, furnished only with a large boat, or launch, and one or two canoes: these being far inadequate to the purpose, they took the first opportunity of bettering their condition, by seizing a bark laden with timber for Guaiquil.

After escaping a multitude of dangers from the Spanish guarda costas, Mr. Dampier and his people agreed at last, to run their vessel on shore, and return back over the isthmus to the Gulph of Mexico. They began their march on the 1st of May 1681, and, after a tedious and dangerous journey of twenty-three days, got on board a buccaneer, laying near the mouth of the river Concepcion, commanded by captain Tristram, a Frenchman. This vessel, with several others, manned with crews of the same profession, continued cruising, with moderate success, till the month of July 1682, when they put into Virginia. A new band of adventurers was here formed in the following year, consisting of several from among those who came from the South Seas with Mr. Dampier, recruited by some newly entered men, so as to make up a crew of seventy persons.

Their

Their vessel, which was called the *Cygnet*, was well equipped for the intended service, mounting eighteen guns, and well stored with every thing necessary for a cruise in the South Seas, whither it was determined to proceed. They sailed from Virginia, on their intended voyage, on the 23d of August 1683, having chosen a Mr. Cook, who had come with them from the South Seas, as their commander. They passed through the straits Le Maire and round Terra del Fuego, so that they did not reach the island of Juan Fernandes, in the South Seas, till March 22, 1684; but during their whole voyage they met with no occurrence worth relating, except their having met a ship in the South Seas, sent from London on the same errand with themselves, and commanded by a captain Eaton, with whom they all agreed to associate, and join company.

Having refreshed their people, they sailed from the above-mentioned island, after a stay of sixteen days, and cruised in the South Seas with very good success, being afterwards joined by several celebrated adventurers in the same line. They made some valuable prizes; but their principal hope and pursuit was the capture, or at least attack of the Spanish fleet, bound from Lima to Panama. They waited with much impatience for this expected object, which they at length got sight of and chased, on the 28th of May 1685, but by a dextrous manœuvre were thrown to leeward by the Spaniards, who, during the ensuing night, sent one of their small vessels, with a light, to decoy the English, and by that means enable them to gain the weather gage. All their hopes of conquest were vanished with the dawn; and the promised pleasures of acquired wealth were totally superceded by the anxiety of self-preservation: the Spaniards, who were to windward and far exceeding the buccaneers both in strength and numbers, became themselves the assailants; and had they not wanted courage to pursue their advantage properly, would, in all probability, have captured the greater part of the buccaneers. After this grievous disappointment they stood farther to the northward, and were, by turns, unfortunate and successful in a variety of petty enterprises which they undertook; the most memorable of which was, the surprize of the city of Leon, which was sacked and burnt.

burnt. They continued afterwards to cruise on the coast of Mexico, where they met with very indifferent fortune\*, till the 31st of March 1686, when, having parted company with all their former companions, and being now reduced to a company of one hundred and fifty persons on board one ship and a tender, they took their departure from Cape Corientes, on the coast of California, for the East Indies.

They made the island of Guam on the 20th of May, and in good time, their provisions being nearly all expended. A friendly intercourse was soon established, and continued to be kept up between the ships and the Spanish governor, notwithstanding the latter was well apprised of the profession of his visitors. Nevertheless, as he was neither able to withstand an attack, nor the ships inclined to make one, which, though it proved successful, they well knew would not repay them for the trouble and loss they might probably sustain, it appeared, as if mutually agreed, that hostilities should be confined to the wealthy coasts of Peru, or to such encounters as would repay the courage of the victors, and that in every other part of the world, Spaniards and buccaneers should meet as apparent friends. On the 2d of June they sailed from Guam for Mindanao, one of the Philippine islands, which they reached in safety on the 22d of the same month. They continued at this place till the middle of January 1687, when they left the river of Mindanaot, intending to cruise off Manila.

On

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\* For which Mr. Dampier assigns the following reason.

“ We came on this coast (says he) full of expectations, for besides the richness of the country, and the probability of finding some sea-ports worth visiting, we persuaded ourselves that there must needs be shipping and trade here, and that Acapulco and La Vera Cruz were to the kingdom of Mexico, what Panama and Portobelo are to that of Peru, viz. marts for carrying on a constant commerce between the South and North Seas, as indeed they are: but whereas we expected that this commerce should be managed by sea, we found ourselves mistaken, that of Mexico being almost wholly a land trade, and managed more by mules than by ships, so that instead of profit we met with little on this coast besides fatigues, hardships, and losses.

† While they continued here they nearly had their ship destroyed by the worm, as the tender actually was, owing to her not being sheathed. Mr. Dampier gives us, on this occasion, a singular instance of the knavery of the people, and particularly of their general.

Captain

On this station they took two prizes of small value, one of them of so little consequence, that it was immediately released. They continued thus occupied, though with very indifferent success, till the month of May 1688. The repeated feuds and disturbances that prevailed among the crew, their irregular riotous mode of conducting themselves, and above all, the disreputable occupation itself, all tended, at this time, to induce Mr. Dampier to quit them. After a little altercation, and subduing a few difficulties, he was at length put a shore on the isle of Nicholas, with a Mr. Hall, and a man of the name of Ambrose. After escaping many dangers he at last arrived at Bencoolen, where he was well received and appointed master-gunner of the fort there. Still, however, he continued uneasy, anxiously waiting for an opportunity to return to England, which at last he happily effected, though much against the will of the governor, by creeping through one of the port-holes of the fort, and getting on board the *Defence*; a ship belonging to the English East India company, on the 2d of January 1691.

The dangers and difficulties he had so long encountered did not, however cease after this stroke of good fortune, a dreadful scurvy broke out among the ships company, occasioned by the unwholesome water that was imprudently taken on board at Bencoolen, added to the condition of their provisions, which were almost spoiled, the ship having been out three years. Such, however, were

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Captain Swan, the commander, had been induced, by the persuasion of this chief, to bring his ship into the river for convenience and safety; but it had not lain there long before the above-mentioned inconvenience was discovered, and the sheathing ripped off, to be replaced by new work. The general was present at this operation, and was very much discontented and dissatisfied when he saw the planking, adding, that he never knew a ship have two bottoms before. The reason of this ill temper was, the Mindaynayan thought that the ship must be in a short time rendered unfit for sea, and hoped, when that became the case, he should get her guns, as he had those of a Dutch ship not long before, and by the same dextrous manœuvre. Not long before the ship's departure a violent disagreement took place between captain Swan and the crew; in consequence of which he himself, and about thirty-six of his people, were left behind, the ship proceeding to sea with the remainder, under a new commander chosen by them.

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the exertions of captain Heath, the commander, that, in spite of these distresses, the ship was brought safe into the Cape in the month of April. The sick being tolerably well recovered, and the place of those who had unhappily died in some measure supplied by Dutch men, entered at the Cape by stealth, they sailed from thence on the 23d of May, and after touching at St. Helena, arrived in the Downs without meeting with any remarkable occurrence on the 16th of September 1691.

Mr. Dampier had brought with him to England an Indian chief curiously tatowed, or, as he styles it, painted. This person he had bought in India, in conjunction with a Mr. Moody, and he was for some time shewn for a sight; but Mr. Dampier being in rather distressed circumstances, was obliged to dispose of a part of this strange property, and by degrees, afterwards of the whole. He does not make any mention in his voyages how he was employed for eight years after the time of his arrival in England, so that we presume him to have continued principally at home till he became commander of the *Roebuck*, as already stated. In this vessel, which mounted only twelve guns, he sailed from the Downs, on a voyage of discovery, with a fair wind, on the 14th of January 1698-9. Being victualled and equipped for a voyage of twenty months, he proceeded by *Teneriffe* and *Brazil* to the Cape of Good Hope, and from thence to *New Holland*; in the discovery of which he made considerable progress. He would have pursued his intentions, and indeed instructions, of acquiring a still more perfect knowledge of that country, had he not been compelled, after sailing up that extensive coast for five weeks, to bear away for the island of *Timor*, in consequence of his people being terribly afflicted with the scurvy, principally occasioned by the water they had taken on board from that coast, which, though brackish, was the best they could at that time meet with.

Captain Dampier, his people having in some measure recovered their health and strength, again sailed from *Timor*, on the 12th of December 1699, and arrived off the coast of *New Guinea* on the 1st of January 1700. Here he made a considerable number of new discoveries, particularly of a large island which he called *New Britain*,  
having

having coasted round it, and found out a passage, which has ever since borne his name. The time of the eastern monsoon approaching, he resolved to steer for Batavia, where he arrived the beginning of July. He continued in that port till the 17th of October, and met with nothing very remarkable afterwards, during his passage to the island of Ascension, which he got sight of on the 21st of February. Between eight and nine o'clock in the morning of the 22d the ship sprung a dangerous leak which quickly encreased in so violent a degree, that the chain-pump could not keep the ship clear. Every possible method was tried to remedy this disaster, at last, by the assistance of the hand-pump the ship was freed from water; and by continuing those exertions it was kept under. Early on the following morning captain Dampier stood for the bay and anchored there, at the distance of two miles from the shore, about nine o'clock. Every measure prudence or ingenuity could suggest or contrive, to remedy or lessen their disaster, was immediately carried into execution. These were unhappily all fruitless, for, after clearing the part of the ship where the defect was, in order to get at it within board, the plank was discovered to be so rotten, that, to use Mr. Dampier's own words, it broke away like dirt.

Nothing remained for Mr. Dampier to do in this distressed situation, but to endeavour, if possible, to save the lives of his people. The boats were hoisted out although it was then dark, that the people might preserve themselves in case the ship should appear likely to founder at her anchor. As soon as day broke they got up their anchor and endeavoured to run in shore, but the land-breeze prevented them from effecting this intention so well as they wished, and expected. In the afternoon, on the springing up of the sea-breeze, they ran into seven fathom water, and afterwards warped the vessel, by carrying out a small anchor a-head, into three and an half, where they secured her. The greatest exertions were now made to save such articles as were more immediately necessary for their future existence and preservation; all the seamen's chests and bedding were got safe to land, upon a raft, by eight o'clock at night; and the next morning

all the sails were unbent and carried on shore for the purpose of being converted into tents.

It was a considerable relief to their misfortunes that this island abounded with turtle; and, to add still farther to their satisfaction, they discovered in a few days afterwards a spring of excellent water, though their joy was somewhat damped from its being eight miles distant from the bay where they landed, and where the major part of them were obliged to continue, for the purpose of making their distress known to the first vessels that should put in there. To men, however, who have no other employment than that of satisfying the necessities of nature, difficulties of this kind gradually become less intolerable. After continuing on this island, therefore, in a state by no means so uncomfortable as that experienced by many other unhappy voyagers, the captain and his people were relieved from their anxiety by the arrival of three English men of war\*, and the Canterbury East India ship, on the 3d of April. Captain Dampier immediately went on board the Anglesey with the greater part of his people, the remainder being dispersed into the other ships.

Mr. Dampier and some of his officers afterwards removed into the Canterbury for the purpose of getting expeditiously to England, as the ships of war, having missed the island of St. Jago, were obliged to bear away for Barbadoes to procure water. Notwithstanding, it was uncanonically, and, indeed, ungenerous in the highest degree, to affix any thing like blame on this gentleman, because of the already related accident and misfortune; yet we find there were not wanting those, who were by no means thirsty of their censure: of this captain Dampier feelingly complains in his dedication to the earl of Pembroke†, of the third volume of his voyages. "The world (says he) is apt to judge of every thing by the success; and whoever has ill fortune will hardly be allowed a good name. This, my lord, was my unhappiness in my late expedition in the Roebuck, which foundered through perfect age near the island of Ascension. I suffered extremely in my

\* The Anglesey, Hestings, and Lizard.

† Who was first lord of the admiralty during a part of king William's reign.

reputa-

reputation by that misfortune; though I comfort myself with the thoughts that my enemies could not charge any neglect upon me; and since I have the honour to be acquitted by your lordship's judgment, I should be very humble not to value myself upon so complete a vindication."

All the lists of naval officers, as well those in manuscript as that published by rear-admiral Hardy, have uniformly erred in their account of this gentleman. According to these he perished at the time the *Rœnbuck* was lost, on the 24th of February 1700. What could have led them into so gross a mistake we cannot pretend to say, for it is not only contradicted by the dedication above quoted, in which he says, "as the particular service I have now undertaken hinders me from finishing this volume, so I hope it will give me an opportunity of paying my respects to your lordship in a new one." But in the *Gazette*, No. 3906, is the following notification: "St. James's, April 18, Captain William Dampier being prepared to depart on another voyage to the West Indies, had the honour to kiss her majesty's hand on Friday last, being introduced by his royal highness the lord high admiral." It appears, however, that he did not sail on this expedition till the year 1704: in the course of it he took the town of Puna, in the South Seas; but putting into Batavia on his return, was there imprisoned by the Dutch, who seized on all his effects. He returned to England after his release, but does not appear to have ever afterwards been employed in the royal navy. There is indeed a report, that he was dismissed, or suspended from the service by the sentence of a court-martial for misbehaviour and ill-treatment of his officers and people: but this circumstance is by no means sufficiently established to warrant our positively asserting it. He afterwards accompanied the celebrated captain Woodes Rogers in his voyage round the world, in the capacity of master; and returned with him to England, where he arrived on the 1st of October 1711. No particulars are known relative to him after this time. The history of his voyages, particularly his first round the world, has been translated into most European languages, while his assiduity, and unremitted perseverance, has entitled him to a rank among the ablest navigators.

HUNTER,

**HUNTER, Colin.**—It is very apparent, from his name, this gentleman was of Scotch extraction. We hear nothing of him till he was, on the 24th of June\* 1698, appointed commander of the *Dolphin*: he was dismissed from this ship, and from the service altogether, on the 7th of August 1700, but on what particular account does not appear.

**MOSES, William,**—the brother of captain John Moses, of whom a short account has been already given †, was appointed captain of the *Winchelsea* on the 13th of December 1698. He never was fortunate enough to obtain any command so consequential as to afford him an opportunity of distinguishing himself out of the ordinary and unnoticed line of service. This might, and we believe was, entirely owing to an infirm state of health, under which he laboured, for a great number of years previous to his death. In consequence of this natural and truly pitiable incapacity, he retired with a pension as a superannuated captain. He enjoyed this many years, if the term may be thought applicable to any person in the state above-described. He died on the 3d of February 1740, having then attained his eighty-first year. A plain undecorated stone, affording us the above information, is laid over his remains in Deptford church-yard, where it also appears the remainder of his family was interred.

**OAKE, John,**—was, on the 9th of November 1698, appointed captain of the *Queenborough* frigate, and died on the 13th of January following.

**SMITH, George,**—was advanced to the rank of lieutenant in the navy soon after the revolution. He was appointed second lieutenant of the *Deptford*, of fifty guns, in 1692; and after having served in the same station on board divers other ships, was, on the 21st of November 1698, promoted to the command of the *Coventry*. After the accession of queen Anne he was advanced to be captain of the *Warwick*, of fifty guns, and sent to the West Indies, where he died on the 2d of November 1704.

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\* Others have, though erroneously, the date of this commission to be the 4th of September.

† Vol. III. p. 82.

1699.

ALLEN, Bennet, — had the honour of being brought into the navy under the special countenance and protection of sir Cloudesly Shovel, a patronage which we are sorry to say his subsequent conduct proved him to have been by no means worthy of. He was specially recommended by the worthy admiral just mentioned, to be promoted to the rank of lieutenant, in the month of January 1695-6; and, through the same interest, after having on all occasions deputed himself highly to the satisfaction of those under whom he served, was advanced, on the 27th of February 1699, to be captain of the *Maidstone*. After the accession of queen Anne he was promoted to the *Lark*; from which ship he was dismissed for misconduct, by the sentence of a court-martial, on the 5th of August 1703. Others, with much greater appearance of truth on their side, assert, that he was only fined three months pay. We adopt the latter as the most probable state of his sentence, for we find him not long afterwards captain of the *Montague*. His former censure had not the good effect of amending his conduct, for, in the year 1706, he was dismissed from the last mentioned ship in the *West Indies* for misbehaviour, by the special order of the prince of Denmark, at that time lord high admiral. The particular cause of this order is no where given, except the general one of misconduct on the representation of governor Handaside. He survived many years, living, as we believe, totally in retirement till the time of his death, which happened not till the month of September 1750.

BILLINGSLEY, Rupert. — The first information we have of this gentleman is, that he was, on the 12th of January 1698, appointed commander of the *Queenborough* frigate. We hear nothing of him after this time till the beginning of the year 1704, when he was promoted to the command of the *Litchfield*, of fifty guns; and employed as a cruiser during that year, princi-

principally in the German ocean, where he had the good fortune to make many prizes; the greater part of them, indeed, were of little consequence, the largest a frigate of twenty-two guns, called the *Sun Prize*. We do not hear any mention of this gentleman during the year 1705; but in the ensuing summer we find him commanding a ship of the line in the Mediterranean, under sir J. Leake, who appointed him to act as lieutenant-colonel of the regiment of volunteer seamen, raised for the purpose of assisting in the reduction of Alicant. We have not been able to collect any other particulars relative to this gentleman, except the date of his death, which happened on the 15th of December 1720.

**BOKENHAM, Robert**\*,—we do not find mentioned any where till the time of his appointment, on the 6th of May 1699, to be captain of the *Coventry* frigate. Previous to the accession of queen Anne, and the recommencement of war with France, he was appointed to command the *Chatham*†; of fifty guns, and ordered on a cruise off the coast of France‡. He displayed considerable activity in this employment after the rupture had taken place; but, nevertheless, was not happy enough to effect any service more memorable, during some months, than that of capturing a small sloop of war, mounting eight guns. In the month of August, however, he was more successful, having had the good fortune, in company with some other ships of war, to fall in with the *Jason* and *Auguste*, two French ships of the line; the

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\* He was in all probability the brother of captain William Bokenham. See Vol. ii. p. 240.

† On the 26th of December 1701.

‡ Extract of a letter from Deal, dated March 25, 1703.

“ Her majesty's ship the *Chatham*, captain Bokenham commander, came this day into the Downes, having been on the French coast, with other of her majesty's ships. Two days ago, being about two leagues to the westward of Diepe, he chased a French sloop, which running a-shore, he sent his boat to get her off, as they did; but the country people came down, and made some resistance; and the boat's crew bring upon them killed two of them, the rest ran away. Yesterday her majesty's said ships, being off Beachy Head, chased another sloop, which was taken by her majesty's ship the *Charles* galley, captain Taylor commander. She belonged to the French king, and carried ten guns and fifty-eight men. She came out of the port of Diepe about four days before.”

latter of which was taken after a very smart action, in which captain Bokenham had, as it will appear below, a very distinguished share\*. He still continued to command the ship just mentioned, as well as to be employed in the same line of service, for a considerable time; and, in the month of January 1704-5, had the still farther good fortune to fall in with a large French private ship of war, mounting 32 guns, called the *Constable*, of St. Maloes, which he captured after a smart action of an hour's continuance, in which the *Chatham* had eight men killed and wounded; the enemy thirty. This encounter took place about thirty leagues to the westward of Cape Clear. Not long after his return into port with his prize, he was appointed to command the *Auguste*, the French ship of war, to the capture of which he had, as has already been stated, so eminently contributed. He died captain of this ship in the month of August 1707.

**COCK, William**, — was, on the 13th of November 1699, appointed to command the *Harwich*, a fourth-rate of fifty guns. Sometime after the accession of queen

\* Lediard, who we believe is the only historian who commemorates this spirited little encounter, gives the following concise account of it. He is, however, as has been already remarked in the life of Mr. Littleton, in some measure mistaken as to the place of action, which we have there explained, see page 39.

“About this time captain Robert Bokenham, who commanded her majesty's ship the *Chatham*, of fifty guns, being a-head of the admiral, about two in the morning, fell in with two French ships of war, called the *Jafon* and the *Auguste*, which getting between her and the body of the fleet, she engaged them at the distance of about pistol shot; but when it was broad day-light, they, seeing our strength, left her, and endeavoured to make their escape; whereupon she chased them, and coming within gun-shot about noon, they exchanged their broadsides at each other; meanwhile several other ships of the fleet had an opportunity of getting near them. At five in the afternoon the French ships separated; and about eight at night the *Worcester*, of fifty guns, commanded by captain Thomas Butler, engaged the *Jafon*, while the *Chatham* was in fight with the *Auguste*; but it proving little wind, she towed from her at some distance. At nine at night the *Greenwich* came along side the *Auguste* and engaged her till one o'clock, at which time she being much disabled, and the *Medway*, another ship of 50 guns, commanded by captain James Littleton, coming up, she struck, having four and fifty guns mounted, and four hundred and twenty men, commanded by the chevalier Nesmond; and being a very good ship, not above twelve months old, she was added to our royal navy.

Anne,

Anse; he was made captain of the *Dartmouth*, a ship of the same rate as the former. The most consequential service in which we find any mention made of this gentleman, is that of convoying the East India trade to and from St. Helena, in which we believe him to have been uninterruptedly engaged from the year 1705 to 1708. During his two first voyages he was under the orders of captain Francis Hozier, but afterwards he appears to have been himself the commanding officer of the escorts. During a short time in the beginning of the year 1707, he was ordered to join the Squadron in soundings, at that time commanded by sir Thomas Hardy, but appears to have quitted him before he sailed for Lisbon, to convoy the outward-bound fleet thither in the month of July. After this time we find no other mention made of him except that he was dismissed the service in the year 1715, on what ground is not stated, but it is not improbable to have been on account of a difference of political principles. The time of his death is not mentioned.

LETCHMERE, Edward, or rather, as we believe, Edmund, — was, on the 16th of March 1699, promoted to be captain of the *Lynn*. He was twice afterwards re-appointed to the same vessel, first on the 9th of July 1700, and again on the 26th of May 1701. After the accession of queen Anne he was removed into the *Lyme*, and stationed to cruise in the Channel, a service in which he met with considerable success, having taken many prizes. He continued in the same line of employment till the time of his death, which happened on the 16th of Jan. 1703-4, in an action with a large French privateer off the *Deadman*. The enemy's ship mounted forty-six guns, the *Lyme* thirty-two only; but, after a desperate engagement of three hours, the former was content to yield the honour at least, of victory, to her very inferior antagonist, who was too much disabled to prevent her flight. Captain Letchmere was so desperately wounded in this encounter, that he died the next morning. Thirty-six of the crew were killed and wounded.

MITCHEL, Thomas, — was, on the 25th of July 1699, appointed captain of the *Falmouth* of fifty guns. We do not find any other mention made of this gentleman, except that he was put on the superannuated list.

with a pension, of 91l. 5s. per ann. by order dated July the 9th, 1708, and that he died on the 24th of February 1714.

**RUMSEY, Edward.** — We believe this gentleman to have been appointed a lieutenant soon after the revolution, but have no certain information concerning him till the year 1695, when he served as first lieutenant of the *Dutchess*, of ninety guns, commanded by captain *Ley*, and employed during that year in the main fleet, being stationed in the line as one of the seconds to sir *Cloudefley Shovel*. He was afterwards appointed acting commander of a sloop of war of ten guns, called the *Jolly Prize*. On the 1st of September 1699, he was promoted to the command of the *Lizard* frigate. After which time he experienced, in common with a number of other brave and distinguished characters, the misfortune of being totally unknown and unnoticed, till we arrive at that fatal period which, while on one hand, it leads us to commiserate his fate, on the other entitles him to the highest posthumous praise and veneration.

In the year 1710, being then captain of the *Pembroke*, of sixty-four guns, one of the fleet under sir *J. Norris*, in the *Mediterranean*, and ordered on a cruise, in company with the *Falcon* frigate, commanded by captain *Constable*, they fell in with three French ships of war, one of seventy, a second of sixty, and a third of fifty-four guns. Against this very unequal force the English ships for a long time contended, with a valour meriting a much better fate: the *Pembroke* and *Falcon* were at last both compelled to surrender; but this did not take place till captain *Rumsey* was unhappily killed, and an hundred and forty of the crew killed or wounded. The ship itself was also completely disabled, her mizen-mast being shot by the board, and her rigging almost totally destroyed. The above desperate encounter took place on the 29th of December 1710.

**SCALLY, William,** — was, on the 26th of June 1699, appointed commander of the *Gloucester*; and was recommissioned to the same ship on the 10th of July 1700. After the return of the fleet from *Cadiz* and *Vigo*, under the command of sir *G. Rooke*, in the year 1702, he was removed on the 22d of January into the *Kinsale*, and soon afterwards promoted to the *Ranelagh*, of 80 guns, the ship on board

board which rear-admiral Byng hoisted his flag as commander of a division of the fleet, sent under sir C. Shovel, to the Mediterranean. He died at Leghorn during this expedition, on the 26th of September 1793.

## 1700.

**CLEMENTS**, Bartholomew, — is known only as having been appointed to command the *Kinfale* on the 13th of June 1700. Even the time of his death is nowhere given, far as we have been able to discover.

**MARTIN**, George, — is supposed by some to have been appointed a lieutenant soon after the revolution, and to have served as fourth lieutenant of the *Royal William* during the years 1692 and 3. This circumstance does not however appear to be very clearly established: and the first information that we can strictly depend upon concerning him is, that he was, on the 8th of July 1700; appointed commander of the *Lizard* frigate. We have not been able to meet with the smallest occurrence worth reciting relative to this gentleman, till the year 1710, when we find him captain of the *Dragon*, of fifty guns; and appointed commodore of a small expedition destined for the attack of Nova Scotia. The naval force sent from England on this occasion consisted only of the *Dragon*, above-mentioned, and the *Falmouth* of the same force, commanded by captain Walter Ryddel. These had under their convoy eighteen merchant ships, the *Star* bomb-ship, and a tender, together with several transports, having on board a number of British officers, a quantity of stores and provisions, and a regiment of marines, under colonel Francis Nicholson, who was appointed commander-in-chief of the land forces. This little fleet\*

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\* There were on board the *Dragon* four Indian chiefs of the six nations, who had been sent to England to request assistance against the French.

failed from Spithead on the 8th of May, and arrived at Boston on the 15th of July. Captain Martin was there joined by the Lowestoffe and Feverham frigates from New York, as he was some time afterwards by the Chester, a fourth rate, commanded by captain T. Mathews. The necessary levies of recruits, the collection of transports, stores, and provisions were immediately entered upon with much spirit and diligence by colonel Nicholson, whose laudable exertions were extremely well seconded by the governors and inhabitants of the respective provinces of Massachusetts Bay, Connecticut, New Hampshire, and Rhode Island.

The fleet, however, was not ready for sea till the middle of September, by which time two thousand land-forces being, with all the necessary stores and artillery, embarked on board thirty-one transports, the commodore proceeded to sea, from Nantasket road, on the 18th of September. The Chester was dispatched a few days before in order to prevent the enemy from sending any supplies or reinforcements into Port Royal, afterwards called Annapolis, against which important settlement the expedition was principally destined. The armament arrived off Port Royal, and came to an anchor at the entrance of the harbour on the 24th. A council of war was convened that very evening, and the mode of attack arranged, which was carried into execution, and with the completest success, on the morning of the 25th\*.

The

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\* The following concise account of this attack is given by Campbell.

" Things being in this situation on the 25th of September, about six in the morning, colonel Vetch, and colonel Reading, with fifty men each, together with Mr. Forbes the engineer, went on shore to view the ground for landing the troops; and soon after colonel Nicholson himself, with a body of men, actually landed, the enemy firing at the boats in which they were, from their batteries of cannon and mortars, but with no great success. Colonel Vetch, with five hundred on the north side, so lined the shore that he protected the landing of the cannon, ammunition, and stores; and the mortar being fixed on board the bomb-vessel, she driving up with the tide of flood within cannon-shot of the fort, both that day and the next bombarded the enemy therein, which did in a great measure induce them to capitulate sooner than otherwise they would have done, not but that they were very much galled in the attempts made on them, and the warlike fire from the artillery on shore; but the 28th, 29th, and 30th, the bomb-

The governor beat a parley, and proposed terms of capitulation on the 1st of October; which being finally settled and concluded on the following day, the place was immediately taken possession of, and captain Martin sailed a few days afterwards for Boston, on his return to England, having executed his orders most fully and completely, and in less time than some commanders would have consumed in settling their plan of assault. Captain Martin appears to have retired from the service after this time, as we nowhere find any mention made of his holding any command: it is most probable some natural infirmity of body deprived the country of the farther services of this brave and enterprising officer. We believe him to have died in England on the 22d of October 1724, but rear-admiral Hardy, in his list of naval officers, gives us, as the date of this event, November 22, 1732. The former date we are well persuaded is correct.

## 1701.

**BERKELEY, James, Earl of.**—This illustrious nobleman was the representative of the original, ancient, and honourable stock, from whence were collaterally descended those noble and ever to be celebrated naval characters\*, of whom we have already had occasion to give some account. He was the grandson of George, first earl of

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bomb-vessel was not able to throw any shells, by reason of hard gales of wind."

N. B. On the following day the governor capitulated; Campbell very justly adds in a note.

"This expedition, which was one of the most fortunate that we had undertaken in this part of the world, owed its success in a great measure to the conduct of colonel Francis Nicholson, who maintained a perfect agreement with commodore Martin, and the rest of the sea officers, who, on their part, omitted nothing that was demanded for the use of the troops, and supported them very cordially upon all occasions, with their boats and men."

\* Sir William Berkeley, Charles and John, lords Berkeley, of Stratton.

Berkeley,

Berkeley, so created by Charles the Second in the year 1679. This George was the lineal descendant, in the twelfth generation, from Maurice Fitzharding, otherwise Berkeley, the son of Robert Fitzharding, who died in the year 1170, in the 17th of Henry II. and from whom are descended many noble and great personages who have, in different ages, distinguished themselves, both as statesmen and warriors\*.

James, of whom we are now to speak, having early manifested an inclination for a naval life, and passed through the necessary gradations of service, was, on the 2d of April 1701, appointed captain of the *Sorlings*. Not long after the accession of queen Anne, he was promoted to the *Litchfield*, of fifty guns; and being detached from the main fleet, under sir George Rooke, to cruise in soundings, he fell in with and captured, after a smart action, a French ship of war mounting thirty-six guns†, and a large vessel, homeward-bound, from Martinico, carrying twenty guns, valued, according to some authors, at forty thousand pounds, both these vessels he brought into Spithead.

He afterwards accompanied sir Cloudesley Shovel on his expedition to the Mediterranean, for the proposed relief and succour of the Cevenois; and on his return from thence assisted captain, afterwards sir John Norris, in capturing the *Hazard*, a French ship of war mounting

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\* The following short account of the origin of this family may, perhaps, not be thought unentertaining.

“According to the custom of those times, when the English, in imitation of the Normans, began to assume their surnames from the place of their residence, this of Berkeley was then given to one Roger de Berkley, in the time of William the Conqueror, whose descendants did enjoy the same for some time; but the male line of that noble family ceasing, we are to observe that Robert Fitz Harding (a powerful man in his time) obtaining a grant of the castle and honour of the Berkeley from Henry, son of Maud the Empress, possessed himself thereof; whereupon his descendants assumed the surname, which, together with the castle and barony, continues to them in the male line to this day; of which Robert, I am to take notice, that his father is said to have been the youngest son to one of the kings of Denmark, or, as others affirm (which differs but little) to be descended from the royal line of those kings, and that accompanying duke William of Normandy, in that signal expedition he made into England, was present with him in the memorable battle where king Harold was slain.”

† *Gazette*, No. 3923.

fifty-four guns. In the beginning of the year 1704, he was promoted to the command of the *Boyne*, of eighty guns. On the 7th of March, in the same year, he was called up to the house of lords, by writ, by the title of lord Dursley, and was soon afterwards sent out, under sir Cloudesley Shovel, to reinforce the fleet already in the Streights, commanded by sir George Rooke. At the ever memorable battle off Malaga, he was stationed in the line as one of the seconds to sir John Leake, and behaved with the greatest gallantry, the *Boyne* having suffered more than any ship in the squadron, except that of the admiral, sixty-nine of the crew being either killed or desperately wounded; among the latter were the first lieutenant, the master, and the boatswain. Lediard bestows the following pointed and particular commendation on his conduct upon this occasion. "Among the actions of other brave commanders we must not forget those of the gallant lord Dursley, commander of the *Boyne*, an eighty gun ship, who, though then but about twenty-three years of age, gave many memorable instances of his undaunted courage, steady resolution, and prudent conduct."

We do not find any particular mention made of his lordship after this time till the year 1706, when he commanded the *St. George*, a second rate, one of the fleet sent to the Mediterranean, under sir Cloudesley Shovel. He continued under the same admiral, and on the same station, during the following year, and distinguished himself at the siege of Toulon, in a way no less singular than he had on every former occasion where an opportunity presented itself. The particulars of this transaction are very modestly related in the *Gazette*, No. 4361, where it is briefly stated, as an article of intelligence from the camp at La Vallette, dated August the 9th, N.S. that "The lord Dursley, riding at anchor before one of the isles of Hieres, on which were three forts, he surprised the strongest, and then summoned the two others, which surrendered at discretion." On his return to England with admiral Shovel, in the month of October following, he almost miraculously escaped being involved in the same unhappy fate with him. His ship actually struck on the same ridge of rocks with the *Association*; but the very wave

wave which beat over and destroyed that noble ship, providentially set the *St. George* afloat.

On the 26th of January 1707-8, he was promoted, although at that time not more than twenty-seven years old, to be vice-admiral of the blue, which, it is as singular as was his advancement to be an admiral at so early an age, was the first appointment in that rank he ever received. Having hoisted his flag on board the *Berwick*, he was immediately appointed second, or, according to other accounts, third in command, under sir George Byng, of the fleet equipped for the North Sea, to oppose the French armament fitted out at Dunkirk to support the cause of the Pretender. The most prominent and remarkable transactions of this successful expedition \* have been already related.

The designs of Louis the Fourteenth being baffled, the fleet retired into port about the end of March, and lord Dursley was soon after this time appointed to command a squadron in soundings. Being principally employed in escorting such homeward-bound ships as he fell in with into port, and in protecting, to a safe latitude, all the different outward-bound fleets, he does not appear to have met with any extraordinary occurrence till the 26th of June. On that day he fell in with three French ships of war, mounting from forty to fifty guns; but these vessels being just come out of port, and perfectly clean, while on the other hand, his own had for the most part been long off the ground, and were very foul, the enemy made for their own coast, and were fortunate enough to effect their escape.

In the month of July he was directed to put himself again under the orders of sir George Byng, who was invested with the chief command of a strong squadron ordered to escort a body of troops, commanded by general Erle, which was intended to alarm the coast of France, and, if possible, induce the enemy to make some considerable detachments from their army in Flanders. This armament sailed from Spithead on the 27th of July, O.S. and came to anchor off Deal on the 28th, at night. The transports and ships of war being much crowded with troops, it was deemed expedient and proper to shift some

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\* Vol. II. p. 201, et seq.

of them into a number of empty transports, which were then laying in the Downs.

This necessary service being completed by the last day of July, the fleet stood over to the coast of Picardy on the 1st of August, and about noon came to an anchor in the bay of Bologne. It was immediately resolved to make a feint of landing the troops; and accordingly, upon a signal being made at two o'clock in the morning of the 2d, the boats of the fleet rendezvoused near the flags, and every preparation was apparently made for carrying the above-mentioned design into execution. The enemy, much terrified at the supposed impending attack, lined the shore with large detachments of troops. These threatenings were almost daily made, in different parts of the coast, for upwards of a fortnight; even small bodies were occasionally put on shore, that the enemy might not be led to flatter themselves these hostile appearances were merely intended for that parade necessary to excite alarm.

By this time it was discovered that the enemy had taken such precautions to strengthen and fortify themselves, that no real or effectual impression could be made without hazarding a loss; to which even success would not be equivalent: and, moreover, the principal intention of the expedition, which was to compel the French to detach from their army in Flanders, and permit the duke of Marlborough to carry on the siege of Lisle unmolested, being effected, lord Dursley parted from the fleet on the 16th, with the Orford, of seventy guns, bearing his flag, six other ships of the line, and some frigates, with orders to cruise in soundings. The want of stores and provisions, as well as the foulness of his ships, compelled him, after a few days cruise, to put into Plymouth; so that nothing farther was effected by the force under his command, than the capture of a French merchant-ship bound to Placentia, which was taken by the Salisbury.

Every expedition being used to refit the squadron, his lordship sailed from Plymouth on the 28th of September with five ships of two decks and some frigates. He was joined on the following day by the Hampshire, of fifty guns, which being ready before the other ships, had been sent out to cruise, but had no other success than that of capturing a small French privateer. This squadron continued

tinued at sea till the 7th of November, when lord Dursley himself returned into port, leaving three of his smaller ships under orders to continue out a fortnight longer. The sum of the success of this little armament, if it could be said to deserve that name, from its first sailing to its final return into port, amounted to the capture of six or seven ships of different descriptions and of inconsiderable consequence; that of the greatest note appears to have been a privateer belonging to St. Maloes, mounting twenty-four guns, taken by his lordship himself.

On the 21st of December following he was advanced to be vice-admiral of the white; and Campbell erroneously makes the following remark on this promotion. "That it was resolved to give him an extraordinary mark of her majesty's favour, as a reward for his diligence\*, by promoting him to the above rank. But though this was somewhat retarded by the death of his royal highness the lord high admiral, yet it took place in the *spring* of the succeeding year." On this we have only to remark, that prince George died on the 28th of October, long before the promotion in question was in contemplation. Either on the day from whence it was dated, or on that which immediately preceded it, his lordship again put to sea, and on the 29th had sight of two large French ships, which at first chaced him; but on a nearer approach finding their mistake, hawled their wind, and crowded all the sail they could carry to effect their escape. He neared them so much as at last to get within gun-shot, when the French captains lightening their ships by throwing several of their guns, and other heavy articles overboard, were fortunate enough to get clear. This undoubtedly gave his

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\* "The indefatigable diligence of his lordship, though it was not attended with any extraordinary success, gave great satisfaction to the merchants, as it hindered the French privateers from venturing near our coasts, as they had done many years before, to the inexpressible damage of our trade, as well as to the prejudice of our reputation as a maritime power."—Campbell, vol. iii. p. 201.

He farther adds the following eulogium, which appears to be a very just one, by way of note.

"What I have here advanced, is on all hands allowed, and even by bishop Burnet himself, who confesses, that much greater care was taken of our trade, and the French privateers were more effectually restrained, than in any year since the war began."

lordship

lordship much concern, these vessels being both equal to English fourth rates, one of them mounting fifty, the other sixty guns. After a short cruise he returned into port having been even more unsuccessful than before, for he met with no other prize than an inconsiderable vessel laden with fish from Newfoundland.

The ships being cleaned his lordship again sailed from Plymouth, on the 14th of February, with one third and three fourth rates\*, and three days afterwards was joined by two other fourth rates and a frigate: as a dawning of success, he had scarcely put to sea when two French privateers mounting twelve guns each were taken by different ships of his Squadron; and on the 22d, having then only three ships with him, exclusive of the flag, he fell in with eleven strange ships, about twelve leagues from Scilly: these were supposed to be monsieur du Guai Trouin's Squadron, a part of which did a few days afterwards engage captain Tollet, in the Assurance†: but his lordship losing them in the night, stood in to Plymouth, where he found the Dartmouth, who had been sent in a few days before with a prize, and to stop a leak, and had been chased off the Start by nine ships, supposed to be a part of the same Squadron.

His lordship having been somewhat reinforced sailed again almost immediately, and on the 20th of March detached three of his Squadron to cruise off Brest, for the purpose of gaining intelligence. Nothing consequential happened during the time these ships were absent, except that the Salisbury captured a very valuable ship from the West Indies; and the principal part of her cargo was immediately taken out, the vessel being so leaky as to induce apprehensions of its foundering at sea. On the 29th his lordship received orders from the admiralty board to see the outward-bound Lisbon fleet safe to a certain latitude‡. He had scarcely fulfilled these instructions, and

parted

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\* The Kent, of seventy guns (the flag ship), the Medway, Plymouth, and Dartmouth.

† See his life, page 114.

‡ Campbell gives us the following anecdote relative to this service, which we think too curious to be omitted.

“ On the 29th, his lordship had orders to see the Lisbon fleet of merchantmen safe into the sea; but his lordship having received cer-

parted from his charge, when, on the 9th of April, he fell in with the *Achilles*, of seventy guns, commanded by monsieur du Guai Trouin himself, and the *Glorieux*, of forty-four guns, which vessels had only the day before taken the *Bristol*, an English ship of war mounting fifty guns.

The signal for a general chase was immediately made by his lordship, and with so much success that the *Bristol* was very soon recovered, but having received a shot in her bread-room, foundered soon afterwards; all the people, however, on board her were saved, twenty men only excepted. The pursuit being continued with much alacrity, the *Glorieux* was taken by the *Chester*, captain T. Mathews; and the *Achilles* alone had the good fortune to effect her escape, though very much shattered. In this encounter the squadron had seventy men killed and wounded. Three or four other prizes, though of no considerable consequence, were taken during the cruise. Provisions and water growing scarce, his lordship was obliged to return to Plymouth, on the 13th of May, with his squadron, which then consisted of eight two-decked ships and some frigates. On his arrival he received the unwelcome news that the *Sweepstakes* frigate, of thirty-two guns, one of his scouts, had been taken some days before by two large French privateers, each of which were of greater force than herself.

In the month of July this noble lord was ordered to take upon him the command of a small squadron collected at the Nore, and to proceed off Schouwen, in Zealand\*, for the purpose of intercepting some ships laden with corn, which were daily expected from the northward. These he was not fortunate enough to meet with, and on his disappointment put into Oosely bay, on the coast of Yorkshire. He repaired from thence to Plymouth, by land, and resumed

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tain intelligence, that M. du Guai Trouin was then cruising at the distance of about thirty leagues from Scilly, his lordship proposed to leave the trade and transports, under the protection of some Dutch men of war that were expected from Portsmouth, and resolved to go himself in search of the enemy; but these Dutch ships of war not arriving in time, his lordship thought it better to comply with his orders."

\* To relieve sir John Leake, who commanded on that station, and who then took the command in soundings.

his old command. In the beginning of October he detached two small squadrons, one consisting of three fourth rates of fifty guns each, which was ordered to cruise in the Bristol Channel, and attempt the destruction of a squadron, if it may be so called, of the enemy's privateers, eleven of which, mounting from twelve to forty-six guns, were said to be cruising between Ireland and the isle of Lundy; and a second of six two-decked ships, under commodore Vincent, who was ordered to cruise to the westward of Scilly, for the security of a fleet daily expected from the West Indies; he himself followed almost immediately afterwards with five more two-decked ships; and having joined captain Vincent, effectually baffled a design the enemy had formed of attacking the valuable fleet above-mentioned.

Continuing to cruise at the entrance of the Channel, on the 31st of October he took a French ship from Guadeloupe, which is said by some to have mounted forty guns, and to have had on board a cargo valued at upwards of one hundred thousand pounds. He took two or three other inconsiderable prizes, and afforded the most complete protection and security to the trade of England. On the 14th of November 1709\*, he was advanced to be  
vice-

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\* Campbell affords us the following remarkable anecdote, but we scarcely know whether it is most proper to insert it here, or in the life of captain Hughes.

"While his lordship was thus employed, there happened, in the latter end of November, such an accident to one of the ships of his squadron, as very well deserves our notice. Captain Hughes, in the Winchester, chased a ship, which proved to be a Dutch privateer, whose commander being required to strike, he, instead of paying that respect due to the flag of England, fired both great and small shot into him; but being answered in the same manner, after an obstinate dispute (though it was very well known the Winchester was an English ship of war) the commanding officer was killed, and between thirty and forty of the Dutch seamen." He adds, "It is certain that the behaviour of the captain was not only right in itself, but so agreeable likewise to lord Dursley, that soon after he hoisted his flag on board the Winchester."

Lediard, in conjunction with Campbell, gives us the following minutes relative to the leading transactions of this cruise.

"His lordship on the 9th of December, detached captain Hartnoll, in the Restoration, with four other ships, to cruise from fifteen to  
VOL. III. twenty

vice-admiral of the red: he was at this time at sea, where he continued with little or no interruption till the beginning of May, when he came into port and struck his flag.

After this time he appears to have enjoyed a retirement, of some years continuance, from the fatigues of that troublesome and laborious service in which we have lately found him engaged. By the death of his father, on the 24th of September 1710, he became earl of Berkeley, and was immediately afterwards constituted lord lieutenant of the county of Gloucester, as well as of the city of Bristol, and *custos rotulorum*: he was also appointed warden of the forest of Dean; and on the 21st of November following, high steward of the city of Gloucester. His well-known zeal for the interest of the house of Hanover had so highly recommended him to the notice of king George the First, that, immediately on the accession of that monarch\*, he was appointed one of the lords of his bedchamber, and restored to the offices of lord-lieutenant of the county of Gloucester and city of Bristol, from which he had been, through the influence of party, removed in the year 1711: on the 18th of December he was also reinstated in the office of *custos rotulorum* of the county above mentioned from which he had also been displaced.

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twenty leagues west of Scilly, for the better protection of some East India ships which were supposed to be then on their passage from Ireland. In the beginning of January he was about to sail from Plymouth, with seven ships, to relieve Mr. Hartnoll, when he was ordered to accompany, to a certain latitude, sir John Norris, who was then going to Lisbon. Not long after his return to his station, he was forced from it by a violent gale of wind, which, however, afforded him an opportunity of capturing a French privateer of twenty guns, and retaking a very valuable ship, called the *St. Peter*, belonging to Dublin. Finding the long expected East India ships, were not even then arrived, he detached three ships of his Squadron to see them into port.

“ On the 21st of February the *Kent* brought into Plymouth a small privateer, and a French merchant-ship; and the next day the *Restoration* and the *Auguste* brought in four more, bound from Nantz to Martinico. On the 10th of March the *Montague* took a privateer of ten guns, and his lordship having seen the East India ships, and those bound to the isle of May, a hundred and fifty leagues from Scilly, returned to Plymouth on the 9th of May.”

\* He was appointed by the lords justices to command the convoy ordered to attend his majesty to England.

On the 16th of April 1717, he was sworn a member of the privy council, and on the same day appointed first lord commissioner of the admiralty; which high station he continued to fill, with much reputation, during the whole remainder of the reign of king George the First. On the 13th of March 1718-19, in consequence of the rupture with Spain, he was appointed admiral and commander-in-chief of the fleet. The author of sir J. Leake's life makes the following observation on this appointment. "The earl of Berkeley, being then vice-admiral of Great Britain\*, and first lord commissioner of the admiralty, endeavoured to come as near the lord high admiral as possible, both in power and state; by a particular warrant from the crown, he hoisted the lord high admiral's flag, as it is called, (the first time, I believe, it was ever worn in command at sea) and had three captains appointed under him, as a lord high admiral, Littleton, then vice-admiral of the white, being his first captain. This appointment was rendered the more extraordinary, from the circumstance of sir John Norris, who was a senior flag officer, being at that time employed in the Channel, and being honoured with no such distinction."

The earl having hoisted his flag on board the *Dorsetshire* at Spithead, sailed from St. Helen's on the 29th of March, with a squadron of seven ships of the line, to join one of the same force, under sir John Norris, which was cruising between Scilly and the Lizard. Having stretched as far as Cape Clear, he returned back into the British Channel on the 4th of April; and coming into Spithead, struck his flag on the 15th and repaired to London. After this time he appears to have retired totally from the line of active service, at least as a naval commander.

Collins briefly recapitulating the great variety of civil offices held by this noble lord, gives us the following brief account of him and adds some other interesting heraldic particulars relative to his family. "He was (says he) five

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\* To which honorary station he was appointed, on the 21st of March 1718-19, at a time when sir John Norris was rear admiral only.

times one of the lords justices of Great Britain whilst his majesty went to Hanover; and being elected a knight of the most noble order of the garter on March 31, 1718, he was installed on April 30, following, and placed in the fourteenth stall at Windsor.

" On September 15, 1727, he was appointed lord lieutenant of Lincolnshire by his late majesty; and on November the 10th, in that year, was constituted lord lieutenant of the county of Gloucester, and cities and counties of Gloucester and Bristol, as also of the county of Surry, and likewise custos rotulorum of the counties of Gloucester and Surry; moreover, on the 17th of the same month, he was appointed keeper of the forest of Dean, and constable of St. Briavel's castle; also vice-admiral of Great Britain, and lieutenant of the admiralties thereof, and lieutenant of the navies and seas of this kingdom. He departed this life at the castle of Aubigny, a seat of the duke of Richmond's, near Rochelle, in France (being there for the recovery of his health) on the 17th of August 1736, and was buried at Berkeley.

" His lordship married the lady Louisa Lenox, (eldest daughter to Charles first duke of Richmond) who was appointed, on October 30, 1714, one of the ladies of the bedchamber to her late majesty, queen Caroline, then princess of Wales; dying of the small pox on January 15, 1716-17, in the twenty-third year of her age; she was buried at Berkeley; leaving issue one son, Augustus, fourth earl of Berkeley; and a daughter, lady Elizabeth, married on February 11, 1727-8, to Anthony Henley, of the Grange, in the county of Southampton, esq; elder brother of Robert, late earl of Northington; and deceased in September 1745."

The personal influence and political consequence of this noble personage was greater, we not only say than any of his contemporaries, but had apparently more weight than that of any subject since the revolution. We have in no instance found the established rules of the service so repeatedly broken through as to make room for his particular promotion: when scarcely thirty years old he was advanced to the high naval rank of vice-admiral of the blue, although there were at that very time many commanders in the navy who had, most deservedly, obtained the

the rank of captains some years before this noble earl held even the commission of a lieutenant; and yet, nevertheless, were not advanced to be flag officers till twenty years after him; some not till even a more remote period.

This distinction and favour is the more extraordinary as we do not ever find it practised, except in the instances of those sons of sovereigns who have made choice of a naval life. Let us, however, in justice to his manifold virtues, his cool determined bravery, and spirited intrepidity, so often displayed, his skill and knowledge in all concerns relative to the navy, his unquestioned integrity, and above all his firm and steady attachment to those conjunct principles of liberty and good government, which are the glory and constitute the true happiness of Britain, confess, that this exaltation, attended, as it was, with circumstances totally unprecedented, could not have been more worthily or happily bestowed. His merits silenced even the breath of envy; and the most distinguished naval characters were content, without murmur, to serve under a man, an imitation of whose conduct and gallantry, was the certain path to honour, fame, and national veneration.

BERTIE, Peregrine,—was the fifth son of James, first earl of Abingdon, so created by king Charles the Second, on the 30th of November 1682. Peregrine was born on February 2, 1677; and having entered very early in life into the sea service, was, after passing regularly through the different subordinate stations, appointed, on the 3d of March 1701, to command the *Betty*, a small armed frigate of war hired from the merchants. He was afterwards promoted to the command of the *Panther*, a fifty gun ship, employed, during the year 1704, under sir G. Rooke, at Gibraltar\*, and present at the well-known engagement with the French fleet, under the count de Thoulouse. This vessel being one of the smallest two-decked ships in the fleet, was ordered, together with the *Swallow* of the same

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\* His Catholic majesty, who was escorted by that fleet to Lisbon, presented captain Bertie, as well as lord Archibald Hamilton and captain Fletcher, with his picture and a purse containing one hundred guineas,

force, commanded by captain R. Haddock, to lay some distance to windward of the British line, that, in case the enemy's van should attempt to break through with their gallies and fireships, the ships just mentioned, with some frigates and fireships, might act as a reserve to repel the mischief and disorder their irruption might otherwise have occasioned. Notwithstanding, he might be supposed, from the peculiar situation in which he was stationed, to have had but little concern in the action alluded to, this appears to have been by no means the case. He bore a very distinguished share in the encounter, having supplied the place of one of the ships belonging to his division which was obliged to quit the line for want of shot; in consequence of which he had, during the short time he was so spiritedly engaged, ten men killed and sixteen wounded.

When sir George Rooke returned to England, leaving sir John Leake behind with a Squadron for the protection and better security of Gibraltar, captain Bertie was one of the commanders put under his orders; and we find him detached by that admiral, about the latter end of November, to reconnoitre the port of Cadiz, where the enemy had, as it was reported, and as captain Bertie found to be true, collected a very formidable naval force, to attack the Squadron under sir John.

The diligent manner in which he performed this service, and the accurate information he procured of the force and disposition of the enemy's ships, in all probability preserved the English Squadron, which would otherwise, perhaps, have been surprised. We find him continuing on the same station during the greatest part of the year 1705: but do not meet with any more remarkable mention made of him, than his having, in the month of March, assisted by the Expedition, driven on shore and burnt, near Cape de Gatt, a French ship, of thirty guns, from the West Indies.

Not long after his return he was made captain of the Ruby, a ship also of fifty guns. In the year 1707 he was ordered, with captain Balchen, in the Chester, to convoy the outward-bound fleet to Lisbon. They were to be protected to a certain latitude, by two ships of eighty and one of seventy-six guns, under commodore Edwards, but

had not cleared the Channel when they fell in with the united squadrons of the count de Forbin and M. de Guai Trouin. A desperate action immediately ensued, which unhappily ended in the capture and destruction of the whole squadron, except the Royal Oak, which contrived to disengage herself and escape in a very shattered condition. Captain Bertie displayed on this occasion all the gallantry that might naturally be expected from a man of the strictest honour and highest spirit. Overpowered at last by the superiority of his enemy, he surrendered to the marquis de Nesmond, who commanded a ship of seventy guns. Being carried prisoner into France, he died in captivity, near Rochfort, some time in the year 1709.

CAVENDISH, Philip,—was the collateral descendant of the very ancient and noble \* family, whose representatives have, as it is well known, borne, for many generations, the titles of earls, and, in latter days, dukes of Devonshire. We do not find any mention made of this gentleman till he was, on the 17th of January 1701, appointed captain of the Feversham frigate. He was afterwards removed into some other vessel of the same description, and sent to the Mediterranean in 1704, with the fleet under sir George Rooke. On the dismissal of captain Legge from the command of the Antelope, in the month

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\* This illustrious family derives its descent from a younger branch of the Gernons, famous in Norfolk and Essex, settled at Cavendish in Suffolk, and from that seat and estate were soon distinguished by the surname they now bear. John de Cavendish was constituted one of the justices of the king's bench 1366, 39 Edward III. and made chief justice of the same court, by clause. writ, 15 July, 46 Edw. III. 1373. In the next reign he was continued in that honourable office, and had the grant of one hundred marks per annum, by letters patent, 26 June, 1 Rich. II. 1378, and had his summons to parliament by express writ, from 46 of Edward III. to 5 Rich. II. when, upon the insurrection raised in Kent, under Straw and Tyler, the mob was animated to rise in other parts, and particularly in Suffolk. A body of fifty thousand made it their triumph to plunder and murder the lawyers, and insulting the house of the chief justice Cavendish, they brought him out and beheaded him; as their accomplices had done the lord chancellor, lord treasurer, and other chief ministers.

Of the same family was the glorious seaman, captain Thomas Cavendish, born in Suffolk, who finished his noble expedition round the world in September 1588; and making another like attempt in 1591, died in his return, and deserved a place among the English heroes.

of January 1704-5, captain Cavendish was promoted to that ship, and continued to serve on the Mediterranean station during the two ensuing years. The first remarkable service we find him engaged in was the reduction of Terragona, in Spain. He was ordered on this expedition during the time the fleet lay before Barcelona, and was completely successful.

A letter from Genoa, dated the 29th of November following, N. S. informs us of a very spirited action which had just before taken place between the Antelope and a large French ship of the line, mounting seventy or seventy-four guns. This action is said to have been maintained with the greatest spirit, by the English ship, for upwards of two hours; when the French ship, though so much superior in force, thought proper to sheer off. In this encounter captain Cavendish is said to have had twelve men killed and seventeen wounded, himself being included among the latter; although his hurt was of no other ill-consequence than producing a temporary confinement.

We are somewhat astonished to find no mention whatever made by historians of the preceding event, which we might naturally have supposed was too honourable to the national character to be omitted, and at the same time sufficiently consequential to have worthily entitled it to a place in the page of history. We are particularly happy in having it in our power to rescue so material and interesting an event from oblivion, and the more so in the present instance, because few persons have served longer, and with greater virtue, although no man, perhaps, had ever less opportunity of acquiring that renown which is the consequence of brilliant achievements.

During his continuance on the Mediterranean station he appears to have been employed in nothing more consequential after this time, than convoying stores, provisions, or money, from Leghorn to Catalonia, for the use and support of the confederate army in that province: and in conformity, or rather proof of what we have just observed, we do not find the smallest mention ever again made of this gentleman during the war, nor indeed for many years after it was concluded. It is particularly wonderful that we find not even his name mentioned as commanding, in a private station, any ship of war in the

many different fleets that were equipped for various pacific expeditions previous to the rupture with Spain in 1718.

In the month of December 1719, he was appointed commodore of a small squadron ordered to cruise off Cape Vincent; and while employed on this service, met with an encounter in which his reputation very undeservedly suffered, as will appear by an impartial statement of it. On the 7th of December, at night, this gentleman having then under his command only the *Norwich*, and *Advice*, of fifty guns each, with the *Dover*, of forty, and being about nine leagues to the westward of Cape St. Vincent, fell in with three Spanish ships of war, mounting sixty-four, sixty-two, and fifty guns. Notwithstanding this very great superiority of force, after keeping sight of his antagonists till the 9th, without being able to bring them to action, he engaged them on that day for upwards of three hours, although, as a disadvantage in addition to the great inferiority of force already mentioned, the sea ran so high that the British ships, which were to windward, could make no use of their lower tier of guns: finding it impossible to succeed in so unequal an encounter, the commodore prudently resolved to bear away for Gibraltar. The loss of the British ships in the foregoing action amounted to forty men killed and wounded; that of the Spaniards to a much greater number.

It is a very just observation that popular opinion is frequently founded on the most unjust principles, alternately bestowing censure and applause on transactions which merit neither, or which, perhaps, when truly weighed and examined, may prove entitled to a public reception diametrically opposite to that they experience. Erroneous as it may be in its very first principles, popular obstinacy disdains to confess its mistake, and baseless as the foundation must appear in the eye of candour, those who have been weak enough to lay it, continue firmly to support the superstructure of capricious persecution, or to speak of it in the mildest possible terms, an ungenerous, unmanly dislike. The conduct of the commodore in the foregoing encounter, which should have entitled him to the heartfelt praise of all generous and candid men, unfortunately experienced a very different treatment at the hands of the populace

populace and their favourite leaders. The people had been accustomed to behold the British flag triumphant, over that of Spain in every encounter; they had acquired the habit, and with little reason, perhaps, of despising an enemy over whom they had for ages been victorious; and the late destruction of the fleet off Messina had not a little contributed to strengthen this prejudice in favour of their own prowess.

They never troubled themselves to compare the relative force of the enemy with that under sir G. Byng, whose natural gallantry had hardly any room to expand itself in an encounter, that could not well be said to deserve that name, with an inferior and fugitive enemy. They regarded only the more substantial fruits of that enemy's defeat, and foreboded to themselves a similar good fortune in every contest that might afterwards take place. To behold three Spanish ships engaging an equal number of their own nation, and *escaping* (for that was the degrading and ignominious term they bestowed on this event) was a circumstance that struck them with wonder and astonishment. Too superficial, too arrogant to seek for causes that presented themselves almost without an enquiry, they condemned Mr. Cavendish for not having, in spite both of the weather and his own inferiority, captured antagonists, the bare resistance of whom was a matter displaying considerable gallantry, and whose discomfiture and repulse certainly entitled him to the highest praise.

We do not find any other mention made of Mr. Cavendish till the 9th of January 1727-8, when he was promoted to rear-admiral of the blue, as he was, on the 19th of July following, to be rear-admiral of the white. On the death of rear-admiral Robert Hughes, he was advanced to be rear-admiral of the red; but still does not appear to have had any appointment to an actual command. On the 29th of June 1732, he was appointed vice-admiral of the blue; and on the 26th of February 1733-4, of the red. Soon after his latter advancement, having hoisted his flag on board the *Blenheim*, he took upon him the command of a squadron, collected at Spithead, consisting of eleven ships of the line, eight of which were of seventy guns and upwards. This afterwards formed a junction with admiral sir John Norris, who arrived from the  
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Downs with a fleet of nineteen sail of the line and six smaller vessels. Whatever might be the object of equipping this very formidable armament, it appears to have been quietly accomplished, without rendering it necessary to send out the above-mentioned fleet, which does not appear to have ever put to sea. On the 2d of March 1735-6, he was still farther promoted to be admiral of the blue; but no mention is made of his ever having held any command. On the 19th of March 1742, he was appointed one of the commissioners for executing the office of lord high admiral; a station he continued to hold till his death, which took place on the 14th of June 1743.

HUDSON, Thomas. — This unfortunate man, for every person may be deemed so, who enters into a profession or employment which he afterwards proves a disgrace to, was appointed third lieutenant of the Restoration in the year 1695. We find no other notice taken of him till the 21st of December 1701, when he was promoted to the command of the Scarborough. He was, not long afterwards, unhappily both for himself and his country, promoted to the Pendennis, of forty-eight guns, one of vice-admiral Benbow's squadron, in the ever-memorable and disgraceful contest with Du Casse. The particulars of this much-to-be-regretted event has been already stated at full length in the life of Mr. Benbow\*; and the guilt of captain Hudson being presumptively no less strong than that of Kirkby and Wade, he would in all probability have received the same just, though ignominious sentence. Death however took from the court-martial the power of punishing this crime, by putting a period to this unhappy man's existence, on the 25th of September 1702, ten or twelve days before his trial would have taken place.

WATKINS, Robert, — is supposed to be the same person of whom a very short notice has been already taken, page 90. He is said to have been appointed captain of the Pearl on the 28th of January 1700-1, and to have died in England sometime in the year 1732.

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\* Vol. ii. p. 237.

## 1702.

**BOYS, or BOYCE, Philip.**—We find this gentleman to have been appointed third lieutenant of the Royal William about the year 1695: after which time we have no information concerning him till 1702, when he was, on the 20th of February, appointed captain of the *Defiance*. In the following year he was removed into the *Nonfuch* and sent to Jamaica, where his conduct in that which immediately ensued was much complained of in the address presented, by the house of lords to the queen, in the month of March 1707-8\*, relative to the mismanagement of the affairs of the navy. In 1706 he was captain of the *Dunkirk's Prize*, a small frigate on the same station, and one of the squadron under commodore Kerr. No other mention, however, is made of this gentleman but what has been already related in the life of the commodore†, nor is any notice taken of him in the service. He fell as it is supposed, sometime after this, under a melancholy derangement of mind, under the influence of which he unhappily put a period to his own life, at Stanmore in Middlesex, on the 20th of January 1726. He first attempted to shoot himself, but that being prevented, he afterwards threw himself out of a window and fractured his skull.

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\* "In July 1704, the *Roundhurst* galley, John Sampson master, arrived in Jamaica, where captain Boys, in the *Nonfuch* man of war, pressed five of his seamen, whereby he was disabled (though fully laden) to sail in company of a ship of good force, which then sailed for London, and with great difficulty; and after long delay (with much damage and danger to the ship in the mean time) the master got four seamen more; two of his own five before pressed from him, for which two he was forced to give captain Boys a pipe of wine, charged at 2*s*. 6*d*. but the ship proving leaky, by long lying, was lost in her passage home, in the gulph of Florida; which loss in the ship and goods, was computed to amount to 2,500*l*. to the owner, Mr. Coward, beside the losses of several other merchants."

† Vol. ii. page 224:

**CAMMOCK,**

**CAMMOCK, George,**—was the descendant of a very ancient and respectable family originally settled in the county of Essex, where it flourished about the year 1585; not long after that, a branch from it went over to Ireland, where it continued, and became possessed of a considerable property. Mr. Geo. Cammock having entered into the naval service, was appointed first lieutenant of the *Loyal Merchant* in the month of September 1692. This ship was one of those sent in the following year, under sir G. Rooke, to convoy the Smyrna fleet. His diligence, his strict attention to his duty, and his abilities as a seaman, were spoken of in the highest terms of commendation, by the different commanders under whom he served. In the year 1695 he was promoted to be acting captain of the *Intelligence Brigantine*, a small vessel, which, during that as well as the following year, was constantly attached to the fleet, stationed in the Channel. On the accession of queen Anne he was appointed \* commander of the *Bonetta* sloop, and employed as a cruiser between Cape Finisterre and Cape Clear †.

His general good conduct while in this station, procured him to be appointed captain of the *Speedwell*, a small frigate, on the 6th of June 1702; in this vessel he appears to have continued many years, displaying a very considerable share of activity; which was accordingly happily rewarded with more success, and opportunities of distinguishing himself, than usually fell to the lot of men holding so

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\* About this time began the regular distinction between post captains and those commanding vessels not mounting twenty guns, since called masters and commanders.

† The following account of him is given in a letter dated from Falmouth, June 3, 1702.

“ Her majesty’s ship, the *Bonetta* sloop, captain Cammock commander, is put in here, who, on the 31st of the last month, met with a Portuguese ship bound from Oporto to London; the master whereof reports, that on the 23d he met with the Squadron of her majesty’s ships, commanded by sir John Munden, 25 leagues off Cape Finisterre bearing north-west, and that they had taken two French ships richly laden from Martinique. This morning capt. Cammock met the *May Flower*, from the Canaries, James Trelleen master, bound to this place, who says, the war was not yet declared at the Canaries when he came away; but that all the English merchants there were imprisoned, by the governor, upon the probability of a war.”

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inferior and insignificant a command. The first, however of these instances of good fortune did not take place till the month of June 1706, when, being on a cruise to the south-west, in company with the Shoreham, he fell in with a small fleet, of ten sail, bound to Martinico and other colonies in the French West Indies; of these they captured five, which they carried safely into Ireland. Soon after this happy adventure he was sent to the West Indies, where he was equally successful, and particularly distinguished himself in attacking and burning, in the harbour of Basseterre, at Guadalope, a large French privateer; an act of gallant intrepidity which wonderfully terrified and alarmed the neighbouring inhabitants. He returned from this station in the ensuing spring, being sent home particularly to escort the Broughton galley, a vessel from Guinea, having on-board a very valuable cargo, and a considerable quantity of gold dust. On his passage he was neither inactive nor unsuccessful, having captured two prizes, one of them a brigantine, bound to Newfoundland, mounting six guns.

After his return he again was employed on the Irish station, but without meeting with any occurrence deserving particular mention till the month of May 1709, when he was ordered by the earl of Wharton, at that time lord lieutenant, to put to sea from Kinsale in quest of two French privateers which had entered Bantry bay, and surprised there the *Ruth*, of London, a very valuable ship from the West Indies, supposed to be worth 25,000*l*. Capt. Cammock in consequence sailed directly for Beershaven, at the entrance of which he had the fortune to meet with one of the enemy's ships proceeding to France with her prize. The latter was immediately retaken; and the captain, having sent his lieutenant with forty men to take possession, gave chase to the privateer. This he continued all night; but finding at day break that his expected prize had escaped his vigilance, by altering her course, he stood for Bantry bay which he entered the next morning, and captured the other privateer\*, which was manned chiefly with Irish. These were sent to Cork to be tried for high treason.

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\* See Gazette, No. 4544.

Campbell, who has given nearly the same circumstantial account of this affair, adds, "that \* in about three weeks after this time he had the good fortune to surprise a French privateer of twelve guns and ninety men, which was on the very point of capturing three merchant-ships, richly laden, all which he brought safe into the port of Londonderry †." On his return to England soon after this event he was promoted to the Monk ‡.

We do not find any mention made of this gentleman from this time till the year 1714; when, in consequence of a most improper attachment to the cause of the exiled house of Stuart, he was dismissed the service. Although the political errors of a brave man scarcely fail of being pitied at the very time they are condemned, yet the subsequent conduct of this unhappy man was such as, compassionately as we might be inclined, almost takes from us the power of commiseration. He entered into the Spanish service, and was appointed one of their rear-admirals; in which eminent station, having his flag on board the *St. Ferdinand*, a ship of sixty guns, he served in the fleet,

\* This is confirmed by the *Gazette*, No. 4556.

† In the life of sir John Leake we find the following mention made of him.

"In the month of September 1709, upon his (sir J. Leake's) arrival at Plymouth, he found some orders from the lord high admiral, and letters of advice, which his lordship had received from capt. Cammock, giving an account that eleven sail of French privateers, seven from thirty to forty-six guns, and the rest from twenty-four to twelve, were cruising between Dungannon and the island of Lundy, to destroy the trade, and particularly those large fleets from Dublin, Waterford, and Cork, bound to the Severn; and that the enemy were fitting out at St. Maloe's three ships of forty odd guns each, and seventeen from fifty-six to sixty guns at Brest, which intelligence captain Cammock affirmed might be depended upon."

We have been induced to insert the above as a proof of Mr. Cammock's indefatigable activity in every line of service where he was employed.

‡ We have the following account of a very meritorious service performed by this gentleman in the month of April 1712, extracted from a letter dated on board the *Monk*, May the 9th. Captain Cammock, commander of his majesty's ship the *Monk*, having intelligence that several of the enemy's privateers were cruising off the Cape, set sail on the 28th of the last month, and the same day took a privateer called the *Salamander* of sixteen guns and one hundred and fifty

fleet, under admiral Castaneta, which was so memorably defeated by sir Geo. Byng off Messina \*. Mr. Cammock himself escaped out of the battle and got into the neutral port of Malta, with three ships of the line and as many frigates.

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fifty men belonging to Havre de Grace. On the 29th the captain retook a ship called the Boyle Galley of about two hundred and fifty tons, and of the value of eight thousand pounds belonging to Cork. After this the captain met with the Oxford Galley, from Barbadoes, and two other galleys, which he saw safe into Crookhaven, where he landed ten guns, made two batteries on each side the harbour, raised the militia, and intrenched each side, so that it was impossible for them to be attacked; and thus set sail in pursuit of the enemy. In the captain's absence, one of the privateers of forty guns, sent his boat to the harbour with a flag for the vessels there to surrender or ransom, but they firing both from on board and from the batteries on shore, he soon left them. The next day the captain got sight of the same privateer, and after two hours engagement took her. She is called the Count Giraldu of St. Maloes, of forty guns, and three hundred and fifty-five men, commanded by captain du Pre; the enemy had thirty men killed and ten wounded, without the loss of one person belonging to her majesty. The value of the ships retaken and saved amounts to upwards the value of fifty thousand pounds.

\* Mr. Corbet, the author of the account of the expedition of the British fleet to Sicily, has been particularly severe, and we indeed shink rather unwarrantably so in his character of this gentleman, which we have been induced to insert, and the more so because it contains an anecdote concerning him rather interesting.

“ This unhappy man (says he) was a native of Ireland, and being bred up to the sea had raised himself to the post of a captain, and served in queen Anne's war with no bad character; but associating himself with those who were enemies to the house of Hanover, and becoming obnoxious to the government, on the accession of that family to the crown he abandoned his country, and entered into the service of Spain, where he was promoted to the rank of a rear-admiral, and served in that post in the expedition against Sicily. He had never been noted to want courage, but in the action off Passaro he ran away among the first, and escaped to Malta, affording an instance, how much a consciousness of guilt, and dread of punishment depresses the heart, more than the fear of an enemy. He was a vain boasting man with a roving unsettled head, filled with airy schemes and projects, without any judgement or discretion. He assured signor Patinho, that he could put most of the English fleet into his hands, in recompense for that he had lost: and, in that senseless confidence, wrote a letter to the admiral to let him know, that he had the pretender's commands to assure him, if he would bring over the greatest part of his fleet to Messina, or to any port in Spain, he would create him duke of Albemarle, with a royal bounty of one hundred thousand pounds to support the honour and dignity of that rank; and that every captain should have

frigates. He was followed by admiral Byng in the month of October; but having cleaned and refitted the greater

have ten thousand pounds; and the seamen a gratuity of two months wages: that signor Patinho would satisfy him of the king of Spain's security for the performance of this agreement; and that nobody else but the duke of Ormond and Mar were in the secret. Whether he wrote by direction or not, does not appear, but the letter met with the contempt it deserved."

Notwithstanding these asserted extravagancies of temper, which we do not in the least doubt his having exhibited, Mr. Corbet in some measure contradicts himself, by attributing the defeat of the Spaniards as owing in great measure to a neglect of his wholesome advice. This has been literally transcribed by Mr. Campbell, who adds some very just and interesting remarks on Mr. Camock, and his general character as an officer and seaman.

"It is agreed (says he) on all hands, their admirals defended themselves gallantly, so that, upon the whole, their defeat may be charged upon their irresolution at the beginning, and their not taking good advice when it was given, them.

"I mean that of rear-admiral Cammock, an Irish gentleman, who had served long in our navy, and who was (to speak impartially) a much better seaman than any who bore command in the Spanish fleet. He knew perfectly well the strength of both parties; and saw plainly, that nothing could save the Spaniards but a wise disposition. Therefore, in the last council of war held before the battle, he proposed, that they should remain at anchor in the road of Paradise, ranging their ships in a line of battle, with their broadsides to the sea, which measure would certainly have given the English admiral infinite trouble to attack them, for the coast there is so bold that their biggest ships could ride with a cable a-floore; and farther out the currents are so various and rapid, that it would be hardly practicable to get up to them, but impossible to anchor, or lie by them in order of battle. Besides, they might have lain so near the shore, and could have received so great reinforcements of soldiers from the army to man and defend them; and the annoyance the Spaniards might have given, from the several batteries they could have planted along the shore, would have been such, that the only way of attacking the ships seemed to be by boarding and grappling with them at once, to prevent being cast off by the currents, which would have been an hazardous undertaking, wherein the Spaniards would have had many advantages, and the English admiral have run the chance of destroying his fleet, or buying a victory, if he succeeded, very dear."

Mr. Campbell very properly adds, in a note, "that such was the opinion of sir George Byng himself," and therefore we may reasonably conclude, he who gave the advice was a good officer. He concludes his observations by saying, "The Spanish admirals were too much persuaded of their own strength, and the courage of their seamen, or else they foolishly depended on their not being attacked by our fleet: whatever the motive was, they slighted this salutary counsel, and were thereby undone."

part of his Squadron, had put to sea with four ships five days before the arrival of sir George.

Powerful as was the naval force, and numerous as were the ships of the English at that time in the Mediterranean, Mr. Cammock had address enough to escape their vigilance and get into Messina. From thence he considerably incommoded the operations of the German arms, by encouraging the equipment of small privateers from the island of Lipari, which intercepted many of the casual supplies destined for the support of the troops. To remedy this inconvenience sir George Byng stationed captain Walton, with a small Squadron, to cruise off Messina; that he might at one and the same time block up Mr. Cammock \* and secure the passage of the vessels, with provisions for the use of the German camp. The tempestuous weather, by no means uncommon at that season of the year, having blown Mr. Walton from his station, Mr. Cammock seizing the first opportunity when the storm abated of putting to sea from Messina, appeared before Tropea, a port in possession of the Germans, under English colours. He made use of a stratagem, which would have succeeded in giving him possession of all the stores and provisions collected there, had not the governor been a man of singular penetration and prudence. Mr. Cammock wrote him a letter, fictitiously signed with the name of one of the commanders in the British fleet, informing him that he was dispatched thither, by sir George Byng, to escort from thence the vessels laden with supplies for Melazzo, where the German army then lay encamped.

He urged him very strongly to dispatch, as the place was in the greatest distress. This story being exceedingly plausible, would undoubtedly have had the desired effect, but the governor examining the letter scrupulously, discovered it to be written on paper manufactured at Genoa, a circumstance that first induced a suspicion, and afterwards a positive refusal to send the vessels in question out.

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\* While that gentleman was thus employed, Mr. Cammock again ridiculously exposed himself, to say no worse of his conduct, by writing a letter to captain Walton also, as he had to sir George, with the promise of a reward of ten thousand pounds, a commission of admiral of the blue, and to be made an English peer, if he would bring his ships into Messina; this offer the honest captain made known to the admiral with vehement expressions of abhorrence and indignation.

It is reported, and appears to be so on a good foundation, that not long after his return to Spain, he was banished to Ceuta where he died, in what year is not particularly known, but in a state of obscurity and need bordering on distress, despised by his countrymen, and oppressed as well as neglected by those whom he had endeavoured to serve, at the expence of not only having his memory branded with infamy, but at the hazard of suffering the ignominious death almost invariably inflicted on a captive traitor.

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greatest professional merit becomes an absolute injury to its possessor, unless it is sustained and surmounted by honour and public virtue. Even while in arms against his countrymen, he had the mortification of finding the wise and prudent measures he proposed for the benefit of his new friends rejected by them, his councils despised, and the advice of others preferred, which brought on their ruin. He had the mortification of finding himself commanded by a man, for whose conduct, in every respect but gallantry, he must have entertained a thorough contempt, and whose worse judgment being followed, he himself was made the innocent sacrifice to atone for those errors, which he had in vain endeavoured to prevent. Such instances and such examples are perhaps necessary, to render mankind thoroughly acquainted with the defects of human understanding, and deter them from falling into the same abyss.

CANNING, Richard,—was the son of captain George Canning, a captain in the navy in the reign of Charles the second. Mr. Richard Canning himself is supposed to have entered into the navy, either before or very soon after the decease of that monarch. His promotion in the service was but slow, so that he was not appointed a lieutenant till the year 1691, and to what ship does not appear. In the following year he was promoted to be second lieutenant of the Montague of 70 guns, one of the ships, we believe, belonging uninterruptedly to the main fleet during the whole war; it is not therefore much to be wondered at, that he neither acquired fame or procured promotion, having for so many years continued in a station, where his abilities and exertions could be but little noticed.

The general good opinion, however, which was entertained of him, procured him at last to be promoted on the 22d of August, 1702, to be captain of the Tartar frigate, and in the following year he was advanced to be captain of the Association, of 90 guns, the flag ship of vice-admiral sir Stafford Fairborne. In this ship he encountered and wonderfully survived, after a myriad of disasters, that tremendous hurricane known by the name of the great storm, which happened in the month of November, 1703, a particular account of which is subjoined

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to the account of sir Stafford, and which nothing short of exertions almost incredible, could have enabled them to surmount the dangers of. He does not appear to have met with any other opportunity of distinguishing himself, during the time he held this command. In the month of June, 1705, he was appointed captain of the Worcester, as successor to captain Thomas Butler\*. This ship was employed principally as a cruiser in the channel and soundings during the above year, as well as the ensuing; and as no man could have been more active in such an employment, so have few ever been more successful. During the period just stated, he captured a considerable number of trading ships, several privateers of no contemptible force, and the Valeur, a royal frigate, of 24 guns. In the month of September, 1706, he had also the good fortune to capture a very fine privateer, new from the stocks, mounting fourteen guns, called the Marquis de Chiange; this vessel being a remarkable fast sailer, had been sent to sea for the purpose of procuring some intelligence of her majesty's fleet, under sir Cloudesley Shovel.

We have no particular intelligence relative to captain Canning after this time, notwithstanding we believe him to

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\* We are happy in embracing this opportunity of correcting an error committed in the lives of captain J. Littleton and captain R. Bokenham, with respect to the date of the action which took place between the Medway of fifty guns, supported by the Chatham, Greenwich, and Worcester; which last ship is also erroneously stated to have been commanded by captain Thomas Butler, and two French ships called the Auguste and Jason. This error has arisen from too superficially and implicitly relying on Lediard's information. Mr. Butler quitted the command of the Worcester in the month of July, and in the action above related, that ship was commanded by captain Canning. It also appears by the gazette, No. 4148, that the encounter alluded to took place in the month of August 1705.—“Whitehall, August the 12th, 1705—On Friday night came advice, that her Majesty's ship the Chatham had brought into Plymouth, the Auguste a French man of war of fifty-four guns, which she took off the Lizard, after a sharp engagement of five hours, wherein the enemy had thirty men killed and twenty wounded—there was but one man killed and fourteen wounded on board the Chatham. Her Majesty's ship the Worcester, at the same time gave chase to another French man of war called the Jason, which when the Chatham brought away her prize, seemed to be yielding.”

have been constantly in commission, till the month of May, 1715; he then commanded the Dreadnought of 60 guns, one of the fleet ordered for the Baltic under sir John Norris. No mention is ever made of him after this time, except the mere date of his death, which happened on the 3d of August, 1726.

CARLTON, John,—was appointed a lieutenant in the navy very soon after the revolution: in 1692 he was promoted to be first lieutenant of the Suffolk, a third-rate of seventy guns, commanded first by captain Pichard, and afterwards by captain R. Robinson. His exemplary good conduct in this station, induced the latter gentleman to recommend him particularly to the notice of sir Cloudesley Shovel, who took the earliest opportunity of getting him appointed, in 1696, to be commander of the Postboy brigantine, a small vessel belonging to the main fleet. We do not find any account of him after this time, nor was he promoted to the rank of captain in the navy till the 6th of July 1702, when he was appointed to the Rye, but met with no opportunity of distinguishing himself till the year 1707, at which time he commanded the Nonsuch on the North-American station.

He bore a very distinguished part in the attack made under captain Underdown, about the beginning of the month of August, in the year above-mentioned, on the French settlements at Newfoundland. No particular mention is made of him in the service after this time, except that in the year 1712, he commanded the Gloucester of fifty guns. A dispute having unfortunately arisen between himself and a Mr. Wye, his lieutenant, a duel ensued, in which captain Carlton unfortunately fell, rendering up to false notions of honour a life, long and honourably employed in the service of his country, and which might have continued to have procured renown and advantage mutually to both, had it not been for that unhappy event.

The cause of the misunderstanding does not appear—the date only of accident is given, and variously. By rear-admiral Hardy, November 10, 1712: in a private memorandum relative to this gentleman, it is placed exactly twelve months later; and in a manuscript list of naval officers, it is said to have happened some time in the year 1715. The first we believe nearest the truth.

FOTHERBY,

**FOTHERBY, Charles.**—We find no mention made of this gentleman, till he was on the 24th of October, 1702, appointed captain of the *Mortar bomb-ketch*; in the following year he was promoted to the *Lark* of forty guns, in which vessel he accompanied sir George Rook on his expedition to the Mediterranean in 1704. Being stationed a-head of the fleet to look out for the enemy, he had the good fortune to get sight of them on the 7th of June, and immediately informed the admiral of circumstances which he and two other ships near him had discovered. On this interesting occasion, which required the greatest activity as well as diligence, he appears to have acted in a very distinguished manner; nevertheless the enemy escaped for that time. When the perseverance and spirit of sir George was afterwards, in the month of August, rewarded by an opportunity of forcing the enemy to action off Malaga, captain Fotherby was ordered, together with two fifty-gun ships, the *Newport* of twenty-four guns, and two fire-ships, to lay some distance to windward of the line as a *corps-de-reserve*, in case the enemy who had a number of large galleys, should attempt to penetrate and break through the line of the combined fleet where it was weakest.

On the return of the main fleet, under sir George Rooke to England, the principal part of the detachment left for the Mediterranean service under sir John Leake, sailed for Lisbon to rest. Captain Fotherby was *pro tempore* commandant of the small naval force left to co-operate with the Prince of Hesse, and assist in the defence of Gibraltar. In this service he was very delicately and critically situated, for on the fourth of October in the evening, an enemy's Squadron of nineteen sail of different rates, came into the bay, for the purpose of attacking that place briskly by sea, while a formidable land force supported the attack by a similar assault on shore. Nevertheless, such were the prudent dispositions made in concert by the Prince and himself, that the enemy was kept completely at bay, and sir John himself arriving on the twenty-ninth, the principal part of the enemy's naval force then before the place, was burnt or destroyed.

After this time we believe him to have been invariably employed on the Mediterranean station, where in common

with the rest of his gallant cotemporaries, he had little opportunity of acquiring fame or popular favour; the most consequential service in which we find him engaged, was at the siege of Alicant in the year 1706, he then acted as major of a regiment of volunteer seamen, embodied as a reinforcement to the land army which was judged too weak for so important an undertaking. No notice being ever taken of him in the service after this time, it is not known how long he continued to be employed, or what ships he commanded. He died in England on the 1st of August, 1720.

**HARDING, William.**—Nothing very interesting is known relative to this gentleman: he was appointed captain of the *Dunwich*, a small frigate, on the 23d of March 1702, and sent on the expedition against Cadiz, as an attendant on the fleet under sir George Rooke. He was sent home in the month of September, with the account that the army under the Duke of Ormond had disembarked. Nothing is known of him after this time, for we are even ignorant of the time of his death.

**HUGHES, Richard.**—We find this gentleman acting as third lieutenant of the *Queen*, the ship on board which sir Cloudefley Shovel hoisted his flag as admiral of the blue, in the year 1696. We find no notice taken of him after this time, till he was on the 19th of June 1702, appointed captain of the *Triumph*; although we believe him to have been constantly in commission, we do not meet with any mention made of him during the whole war, except that he was appointed captain of the *Medway's* prize in the year 1706. He was in that year sent to the West Indies, from whence he returned with a number of merchant ships under convoy in the month of December. In the following year, the same vessel being then also commanded by captain Hughes, was again sent to the same station; and from thence repaired to Newfoundland, where in the month of August, he much distinguished himself under commodore Underdown, in the attack and destruction of the French settlements on that island.

After the peace at Utrecht, we find him commanding the *Plymouth* of sixty guns, and afterwards several other ships of the line in the different fleets fitted out for the numberless uninteresting expeditions, which took place between the years 1714 and 1726. In the latter year he

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was captain of the *Edinburgh* of seventy guns, one of the fleet sent under sir Charles Wager to the Baltic, and was stationed as one of the seconds to sir George Walton, rear-admiral of the blue, and second in command of the British division. He was also employed on the same service in the following year, under sir John Norris. In 1728, was made captain of the *Cornwall* of 80 guns, one of the fleet ordered to be again collected for the purpose of punishing the still unremitted depredations of the Spaniards, and put, as that in the former year had been, under the command of sir Charles Wager, who hoisted his flag on board the ship just mentioned.

When the fleet was dismantled, as was the case soon afterwards, captain Hughes retired altogether from this line of active service, being appointed commissioner of the navy resident at Portsmouth. In this station he continued with all the credit naturally due to diligence and integrity, till the year 1754, and having then attained a very advanced age, he retired totally from public life on a pension of 400*l.* a-year, which he enjoyed till the time of his death; this happened on the 12th of Nov. 1756: he was succeeded as commissioner of the navy, by his son captain Richard Hughes.

MARTIN, Stephen,—who afterwards took the name of Stephen Martin Leake, in compliance with the desire of admiral sir John Leake\*, was the only son of captain Thomas

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\* The author of the life of sir John Leake, gives us the following account of the friendship and connection which so long subsisted between these two gentlemen, and adds many interesting particulars of the early part of captain S. Martin's life, which we have thought it not improper to insert:—He, sir John, devised his estate to trustees for the use of his son during life, and after his death without issue, to captain Martin and his heirs. This was an extraordinary instance of sir John's regard for captain Martin and his family; but considering all circumstances, it could hardly be otherwise, for besides that they had always had a brotherly affection for each other, a friendship had long subsisted between the two families, which ought to be remembered. Captain Richard Leake, the father of sir John, having retired to Holland for safety in the civil war, as related in the first chapter of the first book, there met with captain Stephen Martin, the grandfather of captain Stephen Martin, who having faithfully served King Charles the First and King Charles the Second, as captain of a company during the rebellion, had been obliged to retire to the same place as a fellow-sufferer in the same cause, they soon became acquainted

Thomas Martin by Elizabeth his wife, daughter of Boreau of Hadley. The particulars of his early life and service will be found in the note below; and to them we have only to add, that in 1692 he was first lieutenant of the Eagle, as he had before been of the Dartmouth. Both these ships were in succession commanded by captain, afterwards sir John Leake, and with whom, as it is stated in the life of that admiral, he always removed from one ship to another during the reign of King William. He

acquainted, and contracted a friendship for the each other; and upon the restoration returned together to their native country, where soon after, captain Martin died, but the friendship of captain Leake survived; he continued it to his son Thomas Martin, who by his care and instruction became both a good gunner and a good engineer, and entering into the service of the artillery, was made captain of a company of matrosses. He distinguished himself in the defence of Tangier in Africa against the Moors, (being then in the hands of the English) and was afterwards employed with captain Leake in the demolition of the town in the year 1683, when they returned together to England. At the revolution he went in the army to Ireland, where he had the reputation of a brave officer and a good engineer, and continued there till the year 1690, when being employed to carry on an attack at the siege of Cork, he was disabled by the bursting of a cannon, of which wounds he died about two years after.

The same friendship that had subsisted between the fathers, was cultivated and improved by the sons. Captain Martin had been recommended to sir John's care by both the fathers, and was very early his pupil; this was the occasion of his entering into the sea-service, and the desire he had to be with his friend, made him reject all other means of promotion, for sir Cloudesley Shovel had shewed a great regard for him at the battle of Bantry Bay, (where he had his thigh broken by a cannon ball on board his ship, he then serving as a midshipman) and promised to provide for him; but he was no sooner recovered than he went on board the Dartmouth, captain Leake, whereby he lost several years in his promotion to a command. He was his lieutenant almost all the while he was a captain, and became still more closely united to him by the marriage of Elizabeth, the sister of Christian Lady Leake. The only separation afterwards was in the year 1697, when captain Martin commanded a bomb to Newfoundland, and in the year 1702, when he had the like command at Cadiz and Vigo. In the former of these expeditions he signalized his seamanship, and in the two latter his bravery, for which he was immediately promoted to the command of the Lancetion frigate, in which ship he was cruising in the channel when sir John being appointed rear-admiral of the blue, made choice of him for his captain; and in this station he continued to the end of the war the inseparable companion of his fortune. How well he discharged the trust and confidence reposed in him, sir John himself gave an incontestable proof when he made him his heir.

was first lieutenant of the *Eagle* at the memorable battle off La Hogue, in which he was twice wounded, though happily but slightly; he had also a still more narrow escape in this action, a cannon shot having passed between him and his brother-in-law captain Leake, with whom he was at that time actually in conversation, and in the act of receiving orders from him. At the destruction of the enemy's ships under Cape La Hogue, Mr. Martin, who notwithstanding his former wound, was not sufficiently disabled to prevent his going again into action, commanded the *Eagle's* boats, and fired one of the enemy's largest ships, besides rendering other considerable service.

On the 6th of March 1702\*, he was promoted to the rank of captain, and appointed to command the *Mortar bomb*, in which vessel he accompanied sir George Rooke on his expedition against Cadiz and Vigo, and is said to have very much distinguished himself. But the editor of sir John Leake's life, who makes this observation, which we believe very just, has not given us any particulars. On the return of the fleet to England, captain Martin was promoted to be captain of the *Lowestoffe* frigate, then stationed as a cruiser off Guernsey. In this vessel he did not long continue, being pitched upon by sir J. Leake, who was just before promoted to the rank of rear-admiral of the blue, to be his captain. He was accordingly in the beginning of Jan. 1702-3, appointed to command the *Royal William*. It is a remark made elsewhere highly to this gentleman's honour, that the family connections between the admiral and himself, had not so great a share in influencing this choice as his own noble qualifications.

Mr. Leake being very soon afterwards advanced to be vice-admiral of the blue, removed his flag first into the *St. George*, and afterwards into the *Somerset*, a third rate. Into both these ships Mr. Martin accompanied him, as he did afterwards into the *Prince George* of 96 guns, in which ship he sailed for the Mediterranean in the month of July, with the fleet bound thither under the command of sir Cloudesley Shovel. The events of this gentleman's life being so materially and closely connected with that of sir John Leake, it is less necessary for us to be particular

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\* This is the first official account we meet with of his holding any command.

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and diffuse, and we have only to point out such transactions as are irrelative to the life of the admiral himself. In a few days after the return of the fleet to England, and before several of the ships had been able to reach the ports whither they were ordered for the winter to be re-equipped and fitted, the tremendous hurricane usually distinguished by the name of the Great Storm, overtook them. Several perished with all their crews, a far greater number received so much damage, that their escape from total destruction appeared as one of those rare and impressive interpositions of Providence, best calculated to strike the infidel sceptic with awe and terror, while a few only, under the same protection aided by the precautions of prudence and ability, survived the danger in great measure unhurt, and in our instance, we might also add almost totally so. At the hour when this disastrous and melancholy event began, the Prince George was at anchor in the Downs\*, and the circumstances of that ship's escape, are perhaps as singular as any in naval history.

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\*The account given by Mr. Leake of this transaction, is too curious and interesting to be omitted.

It was one of the long and dark nights of November, between the 26th and 27th, that brought forth this dreadful storm. The violence of it began about one o'clock, the wind blowing from the W. S.W. to the S.S.W. and in a short time spread destruction over the face of the whole kingdom; but as it seems to have engendered in the Downs, so it spent its fury there. That place, which the evening before appeared like a goodly forest, in two hours was reduced to a desert, hardly an object being left to cheer the sight, had the darkness of the night permitted. Vice-admiral Leake in the Prince George, alone riding fast in despite of the two contending elements, but with the expectation only of being the last to be swallowed up. About three o'clock, believing the storm to be at the worst, they were encouraged to hope they might ride it out; but just then, they discovered the Restoration, a third-rate ship driving upon them, and presently came so near, they were forced to brace their yards to prevent her driving on board them—however they hoped she might get clear of them; but whilst they flattered themselves with this expectation, her anchor came up to the hawse of the Prince George, and she stopp'd, riding fast by them. Now their fate seemed inevitable; for if no ships but theirs had been able to ride out the storm single, how was it possible their ground tackle should hold two great ships; there was no means left but to cut her away. They endeavoured it, but could not do it. There were now no hopes, they waited their approaching fate,

In 1704, he continued captain of the *Prince*, which he commanded under sir John Leake at the battle off Malaga; where he behaved in his accustomed spirited manner. Mr. Leake, in his account of the life of sir John, makes however a remark relative to captain Martin and sir Cloudesley Shovel, which we cannot refrain from briefly commenting on. "Sir John Leake," says he, "dispatched captain Martin to sir Cloudesley Shovel; proposing to push the enemy's van, till he broke their line, or obliged their center to draw off; but sir Cloudesley *did not approve of the proposal*; whereby the greatest part of our van remained spectators only, during the rest of the engagement." This certainly implies a kind of charge against sir Cloudesley, which we feel ourselves, in justice to his character, bound to resist. Mr. Leake has either been misinformed, or was not aware of the force of his own assertion. Sir Cloudesley, in the account given by him of the above encounter, very sufficiently accounts for his closing the line and desisting from pushing the enemy's beaten van: Sir G. Rooke's division, which was rendered the weakest in the fleet, on account of several of the ships which composed it, being obliged to quit the line for want of shot, was opposed to the center of the enemy, which was in much greater force;

fate, which every minute threatened their destruction. By the prodigious strain, their best bower was soon brought home, and their small bower brought a-head, and in this manner they rode for half an hour, the longest half hour that ever they knew, for every minute seemed to be the last; but when all human aids failed, and all expectations were vain, the invisible hand of providence relieved them, for whether the cable of the *Restoration* parted, or the anchor slipped, they knew not; but she drove away, and soon after was lost, with every living creature on board, by which means vice-admiral Leake happily survived the general devastation. This wonderful deliverance under providence, was owing to a prudent foresight in the admiral and his captain, captain Martin, by providing against the worst. The day before, when it blew very hard, and considering the time of the year, the place they were in, and what might happen, they made a snug ship, venter out their long service to two cables and two thirds, and doing every thing that might enable them to ride out a hard storm, by which precaution they not only saved themselves, but the lives of seven hundred men under their care, with her Majesty's ship; and all this without cutting away a mast, using any extraordinary means, or receiving any damage more than usual in a hard gale of wind, which was a happiness and an honour no other could pre-

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and the consequence of that great superiority might have been extremely fatal, had not sir Cloudesley prudently decided on the measures already stated, for the purpose of assisting the commander in chief; certainly no man properly acquainted with his character, can hesitate a moment on attributing his conduct to that motive only. As to Mr. Leake's proposed manœuvre, and his arguments in support of it, we cannot but totally differ in opinion from him. To have pursued the beaten van, would certainly have left the center a sacrifice; and the French, had not the advantage been decidedly on their side, would at least have had the glory of calling it a drawn battle; so that Mr. Leake's subsequent charge of incapacity against Shovel, is at once illiberal and unjust.

To return to captain Martin: he was in the foregoing action slightly wounded with a splinter, but happily in so trivial a degree, as scarcely to produce even a temporary confinement. Sir John Leake being soon after the action, appointed commander of the small squadron left behind for the protection of Gibraltar, shifted his flag on board the Nottingham, and captain Martin sailed for England with the Prince George, which stood in need of a thorough repair. He returned to the Mediterranean in the following spring, with the fleet under admiral Shovel, and was present at the siege and capture of the city of Barcelona. On the voyage to Lisbon after the surrender of the above important place, owing principally to the delays occasioned by waiting for the Dutch heavy sailing ships, the fleet was upwards of thirteen weeks on its passage, and the scurvy, added to a scarcity of provisions, induced so dreadful a mortality in the fleet, that it was computed upwards of three hundred men were thrown overboard from the Prince George alone, from the time that ship left Portsmouth to the time of her last arrival at Lisbon. Captain Martin continued in the Tagus during the winter, and having careened his ship, sailed in the month of April to join sir John, who had departed for the Mediterranean some time before with all the ships that were ready for sea.

The first operation of the naval campaign of this year 1706, was the relief of Barcelona, which city was reduced to the last extremity; the conquest of Carthagen  
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and Alicant quickly followed, as afterwards did that of the island of Majorca and its dependencies. These successes however were principally owing to the operations of the land force, those of the navy being only secondary, and in support of a service which could not indeed have been carried on without such assistance, but which presents us with nothing interesting. After the latter success, the season being then deemed too far advanced for any other operations, captain Martin with the *Prince George*, returned for England. During the following year, captain Martin still continued captain of the same ship\*, as he did during the earlier part of the ensuing. Sir John, who had been advanced to be commander in chief in the Mediterranean, and consequently had the privilege of having two captains, appointed sir T. Hardy his first, or captain of the fleet, Mr. Martin continuing to retain his original station, being appointed to the *Albemarle*, which was chosen by sir John to be his flag ship.

In this year the archduke's consort being convoyed by the above fleet from Italy to Barcelona, and taking her passage on board the admiral's ship, on her arrival in Spain she presented captain Martin, as well as sir Thomas, with a valuable diamond ring, as a testimony of her esteem as well as gratitude, for their attention to her. Nothing very material, or worth particular detail, took place during the course of this year. At the commencement of the ensuing, sir John having in the interim returned to England, was appointed commander in chief in the channel, and captain Martin was accordingly appointed first to the *Royal Sovereign*, and afterwards to the *Russel* of 80 guns, into which sir John almost immediately removed. The subsequent events, especially those in which the *Russel* was particularly engaged, were too trivial to merit particular notice.

During the year 1716, sir John Leake having been succeeded in his command by admiral Aylmer, Mr. Martin served merely as a private captain, but in the month of January following, his original patron having resumed

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\* But the only particular mention we find made of him is, that he was one of the members of the court-martial convened on board the *Albemarle*, for the trial of sir Thomas Hardy.

his former station and command, captain Martin was appointed captain of the fleet, to succeed sir Thomas Hardy, who was just before made rear-admiral of the blue. On the retirement of sir John Leake, captain Martin, who had for so many years been his companion in danger, fired with a very proper indignation at the highly unmerited ill-treatment of his friend and patron, was no longer so solicitous for active employment, as he otherwise in all probability would have been. The enemies of sir John, on their part, were perhaps little displeased at receiving no solicitations on that head, from a worthy man whom decency could not have suffered them to neglect, but whose worth, their own narrow minded policy induced them to envy and detest.

Sir John is said, by the author of his memoirs, to have frequently remarked to him, that he suffered on his account, and advised him repeatedly to make application for employment, that he might not appear to forego his pretensions to the rank of a flag officer: but, adds the same author, he had too much gratitude and honour to quit his brother and his friend for any consideration.

Captain Martin appears to have always lived in a peaceable retirement after this time. Among the funeral certificates preserved in the college of arms, we find one of this gentleman—"Stephen Martin Leake, Esq. one of the senior captains in the royal navy, and some time first captain to the admiral of the fleet, and one of the elder brethren of the trinity-house, departed this life on Monday, January the 19th, 1735-6, in the 70th year of his age, at his house at the Grove at Mile End, in the parish of Stepney, and county of Middlesex. He was buried on the 26th of the same month in the family vault, Stepney Church-yard. The heralds attending according to his degree."

• **MAYNARD, Henry Lord\***,—was the third son of Banaster, third Lord Maynard, and Elizabeth Grey, only

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\* The following account of the ancestry of this noble family is extracted from Collins:—It appears from the roll of Battle Abbey, wherein the names of those are inserted who accompanied William, Duke of Normandy, in his successful descent into England, A. D. 1066, that Mainard (as Hollinshed writes the name or Maignard; (as Stow) was one of them; and all genealogists agree, that the present viscount Maynard is descended from him.

daughter

daughter to Henry Earl of Kent. Having made choice of a naval life, he was on the 15th of January 1702, appointed captain of the Charles galley. It is most probable he did not long continue to be employed, as his name does not any where occur either in the service, or as commanding any other ship. On the death of his father, on the 4th of March 1717-18, he succeeded to the title of Lord Maynard, and dying unmarried on the 7th of December 1742, was buried at Little Easton.

RANES, Edward,—was on the 14th of September 1702, appointed captain of the Firedrake bomb-ketch, in which vessel he was unhappily lost on the 12th of October 1703, he himself, together with his whole crew, perishing.

SMITH, Charles,—entered into the navy before the revolution. Soon after this memorable epoch, he was promoted to the rank of lieutenant, in which station we find him, in the year 1693, serving on board the Berwick of seventy guns. He continued to be thus employed on board divers ships of the line during the remainder of the war, and was not advanced to the rank of captain till the 12th of October 1702; when, being at that time lieutenant of one of the ships of war belonging to the squadron in the West Indies, under admiral Benbow, and having behaved with the greatest spirit in the well-known and too disgraceful encounter with Du Casse, he was appointed to the Greenwich of fifty-four guns, as successor to captain Wade, whose demerits on the same occasion are well known. He continued to serve as captain of divers ships of the line, and justly acquired all the reputation possible to be gained by a man of honour, who never had any opportunity of distinguishing himself but by his diligence and activity.

After the peace at Utrecht he continued also to be employed, as one of those truly valuable characters who are less advanced in the scale of popular opinion, only because they have the misfortune of being somewhat less known. He retired at last from the service, being appointed, on the 27th of December 1728, second captain of Greenwich Hospital. On the 16th of September 1737, he became first captain, on the promotion of captain Tudor Trevor to be lieutenant governor; and on the death of

that gentleman, was, in the year 1740, himself advanced to the same station; this he enjoyed till the time of his death, an event which took place on the 2d of August 1750.

THOMPSON, Robert,—was appointed a lieutenant in the navy very soon after the Revolution; and towards the latter end of the year 1692 was promoted to be first lieutenant of the *Dunkirk*, a fourth rate, one of the squadron sent about that time to the West Indies, under the command of sir Francis Wheeler. He continued a lieutenant during the whole of that war and the succeeding peace; but on the 24th of September 1702, was promoted to the rank of captain, and appointed to the *Sunderland* of fifty guns. He afterwards commanded several ships, nearly all of the same rate; and was employed principally in convoying different merchant fleets. In the year 1706 he was captain of the *Woolwich*, and was sent to India, from whence he returned in the following year, under the orders of captain Thomas Smith\*, in the *Litchfield*, having six East India ships under their protection. This is the last service which we find any mention made of his having been engaged in. He was put on the superannuated list in the year 1714, with a pension of 91l. 5s. per annum. The time of his death does not appear.

## 1703.

BOURNE, Sampson,—was appointed lieutenant of the *Mermaid*, a frigate of thirty-two guns, in the year 1692. This vessel was one of sir Francis Wheeler's squadron, sent in the month of December following to the West Indies. He continued to serve in the station of lieutenant during the remainder of king William's reign, and attended sir G. Rooke, in the year 1702, with the armament sent to Spain, not having at that time had any pro-

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\* Captain Spann, in the *Norwich*, was also in company with them.  
motion.

motion. He was lieutenant of one of the ships belonging to the Squadron detached under commodore Walker, after the miscarriage of the first part of the expedition against Cadiz, to the West Indies, where he was, on the 25th of June 1703, promoted to the command of the *Boyne* of eighty guns. The services on which this gentleman was for some years employed, were, unhappily, of so little consequence, that we find not the smallest mention made of him till the year 1711, when he commanded the *Newcastle* of fifty guns, one of the ships on the West Indian station. He had at that time an opportunity of distinguishing himself, which he improved by exerting himself in so signal a manner, that we must, without a wish of attributing to him the smallest degree of merit greater than what he is justly entitled to, fairly conclude, the undistinguished manner in which he compulsively passed the preceding part of his naval life, was considered as great a misfortune by himself as it was a loss to the public service.

Campbell has given an account of the very gallant transaction to which we refer; this is taken from that given by captain Bourne himself, which is inserted below\*, and which probably may be thought at least as satisfactory

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\* Extract of a letter from captain Bourne, commander of her majesty's ship the *Newcastle*, in Carlisle Bay in Barbadoes, July 17, 1711.

" On the 10th day of June last, I met, off St. Pierre in Martinico, a French ship of thirty-six guns, a hag boat of twenty-four, two mast vessels, and nine privateer sloops, having, as I have been since informed, two thousand men on board, in order to make a descent on Antegoa. By the time I got within pistol-shot, it fell stark calm, and they lay so upon my quarter, that I could not bring a broadside to bear; however, after about three hours engagement, they were so shattered, that they endeavoured with the very first breeze to return into harbour, in which they succeeded, for I had two nine-pound shots through my fore-mast, for which reason I could not venture to carry sail upon it; and all my rigging and sails were very much disabled. On the Friday following I returned to Barbadoes; when the next day two expresses arrived from the Leeward Islands, desiring our assistance; hereupon I immediately refitted my masts and ship, and sailed on Sunday in the evening for Antegoa; but perceiving, by signals made from the shore, that the enemy were not there, I continued my course for Montserrat, where I arrived on Wednesday, and was advised by the president and council of that island, to proceed to Nevis, as the place most likely to be attacked. Accordingly I sailed from

factory than a more laboured and polished narrative. In the following year, this gentleman having been unhappily guilty of some breach of orders or duty, the circumstances of which are not particularly explained, was dismissed the service, and never afterwards restored. Thus we see that men, who on some occasions have behaved with the utmost gallantry, and justly acquired the highest honour, are at other times not exempt from that degree of human frailty which brings on their ruin, disgrace and destruction.

Captain Bourne went afterwards into the merchants' service, and died on the coast of Guinea some time in the year 1719.

CAMPION, Thomas,—was appointed second lieutenant of the Lumley Castle of fifty-six guns, about the end of the year 1692; we find no other mention made of him till the year 1703, when he was, on the 22d of August, promoted to be captain of the Sorlings frigate\*. His conduct was so reprehensible, that he was dismissed from this command by the sentence of a court-martial, held on the 31st of March 1704. As an additional punishment he was also ordered to be imprisoned for twelve months, and declared incapable of being ever again employed. The time of his death is unknown.

CHAMBERLAIN, Peter.—The first information we have of this gentleman is, that he was employed as commander of the Spy brigantine, a small vessel, under the command of rear-admiral Dilkes, and attached to his

Montserrat about twelve at night, but had hardly been gone three hours, before sixteen privateers landed fifteen hundred men on the island. Immediately upon this a small sloop found means to escape with intelligence of it to me; which, when the enemy perceived, and having received assurance of my being at Nevis, they instantly embarked again, and got off before my return, without doing any damage to the island, and leaving several of their men prisoners behind them. These men, upon examination, informed us that their first design was upon Antegoa; but that being very much disabled in their late engagement with me, wherein, according to their own account, they had sixty-four men killed, and a great many wounded; they were not able to put to sea, and were therefore contented to make this unsuccessful attempt on Montserrat."

\* He was appointed acting captain of the Sunderland on the 27th of April preceding.

squadron.

squadron, on his expedition to Cancele Bay, in the month of August 1703. His exemplary good conduct on this occasion procured him a promotion, on the 13th of the month above-mentioned, to be captain of the *Oxford* prize, a small frigate, taken a short time before, by captain, afterwards sir John Norris. He was again still farther advanced to the *Litchfield* prize, a frigate of thirty-six guns. This vessel was unhappily cast on shore upon the coast of *Sussex*, in the well-known hurricane which happened in the month of November following, but captain Chamberlain, as well as all his people, fortunately saved their lives; and the vessel itself is said to have been preserved. We believe him to have been constantly employed during the remainder of the war, but on such unprofitable services, with respect to the acquisition of fame, that we do not find the least mention whatever made of him.

After the accession of king George the first, captain Chamberlain commanded the *Hampshire* of fifty guns; we do not, however, find any thing worth recounting, except the mere appointment itself. He afterwards removed into the *Milford* frigate, and was sent to the *West Indies*, where he was unhappily lost, on the 18th of June 1720, the vessel being driven ashore on the north-west end of the island of *Cuba*, and the commander, as well as nearly the whole crew, perishing with her.

COW, John,—was promoted to the rank of lieutenant not long after the revolution; and in the year 1693 served as fourth lieutenant of the *Sandwich*, a second rate. Through the interest and recommendation of captain Cornwall, whose esteem and favour his conduct highly entitled him to, he was, when that gentleman removed from the *Sandwich* into the *St. Andrew*, a vessel of the same rate as the former, in 1696, appointed first lieutenant under him of that ship. He was advanced to the rank of captain in the navy on the 27th of September 1703, and was appointed by sir Cloudesly Shovel to command the *Ranelagh*, of eighty guns, under rear-admiral Byng, in consequence of the death of captain William Seally. He returned to the Mediterranean in the following year, under the immediate command of the same gallant admiral, and very much distinguished himself at the attack of

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Gibraltar,

Gibraltar, which Mr. Byng commanded in chief. He was unfortunately killed a few days after this, at the very memorable engagement off Malaga; having on all occasions, during the short time fate permitted him to live, most honourably maintained the character of an able and gallant commander.

DERING, Unton,—was the grandson of sir Edward Dering, of Sufenden Dering, in the county of Kent, baronet\*. He was appointed captain of the *Arundel* frigate on the 4th of March 1703: this vessel was principally employed during the whole time it was commanded by this gentleman, in convoying transports or small merchant fleets, services little calculated to raise the character of a brave and enterprising commander. Captain Dering died, without having been removed into any other ship, on the 16th of November 1706.

ELLIOT, Christopher,—was, on the 21st of July 1703, promoted to the command of the *Dunwich*, and died, without having been removed into any other ship, on the 27th of December 1704.

FAIRBORNE, William,—was, on the 10th of March 1703, appointed to command the *Burford*, of seventy guns: he did not long continue in this ship, and it is not known into what vessel he afterwards removed. He died at Leghorn, on the 5th of October 1708, being at that time captain of the *Centurion*.

GREVILLE, the honourable Algernoon,—was the second son of Fulke, fifth lord Brocket, and Sarah, daughter

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\* This family is of Saxon extraction, and has flourished in the county of Kent long before surnames were in use, as plainly appears by the *Doomsday Book*, the *Textus Roffensis*, and several Saxon deeds still in being. The name Dering is a Saxon word, and signifies terror; and the horse, which is the crest of the family, was the arms of the chief Saxons, and particularly of Hengist himself, and of all the kings of Kent successively. In the *Textus Roffensis* we find that Diering Miles was a witness to a deed, by which king Ethelulf gave certain lands in Cucolastone to the church of Rochester, A. D. 880. He is said to be descended in a direct line from Ethelwald, king of Diera, whose father, Oswald, was slain by Penda the Mercian, A. D. 642.

† Leland, in his *Itinerary of England*, says of this family, "Some hold opinion that the Gravilles came originally in at the conquest. The very ancient house of the Gravilles is at Draiton, by Banbury, in Oxfordshire; but there is another manor place of the chief stock of the Gravilles,

daughter of sir Samuel Dashwood, alderman of London. He was appointed captain of the Garland frigate, on the 31st of March 1703: but few of his high rank have ever been so little noticed in the service; the only mention we find made of him is, that in the month of November 1705, he commanded the Dunkirk, and was ordered to cruise in the Channel, where he had the good fortune to capture a French frigate, of twenty-four guns. He is said, by rear-admiral Hardy, to have died rear-admiral of Great Britain, on the 28th of April 1720: no notice is taken of this appointment by any other person; but this circumstance does not fully authorise our disbelief of the truth of it, because it is merely of a civil nature, and probably may, on that account, have been disregarded by all persons who have written on affairs of the navy.

GORE, Henry,—was of a very ancient and respectable family, which settled in Ireland about the year 1600, and have since acquired great possessions and honours there, its descendants being at this day possessed of two earldoms in that kingdom, Arran and Ros. Mr. Henry Gore having entered into the navy about the time of the revolution, was, in the year 1693, appointed fifth lieutenant of the Vanguard, a second rate. We do not find any mention made of him after this time, till the year 1702, when he was appointed acting commander of the Hound, a vessel which is stiled a small frigate, but which we suppose to have been what we now call a sloop of war: having displayed a considerable share of activity in this station\*, he was, on the 29th of October 1703, promoted to

Gravilles, caullid Milcot, yn Warwickshire, were a late, as at a newer, fairer and more commodious house thei used to ly at. And court rolls remayne yet at Draiton, that the Grevilles (had) landes ons by yere 3300 marks.

" And Grevilles had Knap Castel, and Bewsbusch Parke, and other landes in Southsex, by descents of their name.

" Grevill, and ancient gent. dwelleth at Milcote, scant a mile lower then Stratford, towards Avon ripa dextra."

These, and other authorities, together with the name itself, which plainly appears to be Norman, sufficiently evince the great antiquity of this family in England.

\* He was very successful against the small French privateers, which, considering the nature of his command, was the only service that could possibly be expected from him.

the rank of captain in the navy, and appointed to the *Garland* frigate; but the services on which he was, from time to time, employed, were of too little consequence to excite public attention.

In the month of October 1707, he was one of the members of the court-martial held on board the *Albemarle*, for the trial of sir Thomas Hardy; and after this time we are again in the dark as to any anecdotes relative to this gentleman's services till the year 1711, when we find him captain of the *Sunderland*, of sixty guns, one of the squadron sent under the command of sir Hovenden Walker, on the unfortunate expedition against Quebec: no opportunity occurred on this occasion by which he could distinguish himself; but to escape destruction, when surrounded by difficulties and dangers, implies a conduct and degree of attention meriting both praise and honour. We have no authority that warrants our asserting he held any commission after he quitted the command of the *Sunderland*. He appears to have retired, during the latter part of his life, to Ireland, where he died on the 14th of February 1725.

HANWAY, Jonas,—was an officer in the navy at, or very soon after the revolution. In 1692 he was appointed lieutenant of the *Prudence*, a fourth rate, of forty-two guns, hired from the merchants, and employed principally in convoying the coal trade to and from Newcastle. No mention is ever made of him after that time, till he was, on the 29th of July 1703, appointed captain of the *Lark*, of forty guns. This gentleman, who was, without the smallest risk of degrading the character of others by the comparison, as gallant and as worthy an officer as ever attained to the rank of a commander, had no opportunity of distinguishing himself till the year 1709, at which time he commanded the *Plymouth*, of sixty guns.

Captain Hanway was on his way to Plymouth, in order to repair some damages he had received in a gale of wind, when, on the 20th of September, the *Deadman* bearing N.W. by N. about seven leagues distant, he fell in with a French ship of war, mounting forty guns, but having ports for forty-eight, called the *Adriade*. This vessel was fitted out at Dunkirk purposely as a cruiser, and was commanded  
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by the *Sieur Jacques Cashard*, an officer of the most approved courage and professional knowledge. Captain *Hanway*, although the *Plymouth* was at that time by no means complete and fit for action, hesitated not a moment in giving chase, and after a pursuit of two hours, got near enough to engage. He attacked his antagonist with such spirit and vigour as to compel him to surrender, after an action of an hour's continuance. In this spirited encounter the French commander, with fourteen of his officers and seamen, were killed, and sixty or upwards wounded; while captain *Hanway*, on his part, had only seven men killed, and sixteen wounded. This engagement reflected a greater degree of honour on the English and their commander, inasmuch as the *Plymouth* was so ill manned, and in other respects in so bad a condition for service, that captain *Hanway* had it not in his power to make use of more guns than the *Adriade* herself mounted.

Captain *Hanway* continued to command the *Plymouth* for a considerable time after this\*; but on his quitting this ship, it is most probable he retired altogether from the service, as we find no mention whatever made of his being appointed to any other. He died on the 11th of May 1737.

**HUBBARD, or HOBART, Henry.**—This gentleman was appointed fifth lieutenant of the *Sandwich* about the latter end of the year 1692. This ship was at that time commanded by captain *Wolfran Cornwall*, who entertained the strictest friendship for Mr. Hubbard; a friendship encreased by that gentleman's very meritorious conduct in the subordinate station he then was, and which produced not only the unshaken and lasting esteem of his commander, but his patronage and recommendation on every possible opportunity for promotion. Through captain *Cornwall's* interest he was occasionally removed with that gentleman into every ship he commanded during the course of the war; and in 1696 was promoted to be second lieutenant under him, on board the *St. An-*

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\* In 1711 he accompanied sir *Hovenden Walker's* Squadron, at that time going on the expedition against *Quebec*, till it had cleared the Channel.

drew, of ninety-six guns. On the 8th of June 1703, he was promoted to the command of the *Ruby*, of fifty guns. His having been principally stationed in the Mediterranean, where he is known to have commanded several different ships of war, will, in all probability, most satisfactorily account for our having nothing material to relate concerning him. He died in England some time in the year 1711, being at that time captain of the *Nottingham*.

**LAWRENCE, Henry, or Humphrey.**—We have no account of this gentleman, till we find him, on the 21st of January 1703, appointed captain of the *Mermaid* frigate. Early in the following spring, he was removed into the *Pensance*, and employed as a cruiser on the Irish station; from which vessel he was again quickly removed into the *Coventry*. He was taken by the enemy in that ship on the 24th of July 1704; and his conduct on that occasion was deemed so improper, that he was sentenced by court-martial, held on board a frigate in the river Thames, Jan. 5, 1705, to be dismissed the service: he was, by the same sentence, mulcted all his pay. It is asserted, in rear-admiral Hardy's list of naval officers, that he died in *France*, on the 10th of January 1737; but a memorandum, with which we have been favoured, and to which we give the preference in point of credit, informs us that he died, indeed, at the time above given; but that having become deprived of all support, by the loss of his commission and half-pay, being also exceedingly infirm, he was received into Greenwich Hospital as a private pensioner, and in that station paid his debt to nature.

**LAYTON, Charles,**—was appointed a lieutenant in the navy very soon after the revolution; and in 1692 was advanced to be third lieutenant of the *London*, of ninety-six guns, the ship on board which sir John Ashby hoisted his flag, in the beginning of the following year, as admiral of the blue squadron. He continued to serve in the same station, on board different ships, till after the accession of queen Anne, when he was, on the 2d of March 1703, promoted to be captain of the *Greyhound* frigate. He died in this command on the 11th of November 1704.

**LOWEN, John,**—was also appointed a lieutenant very early after the commencement of king William's reign; and

and in the years 1692 and 3, served in that station on board the *Portsmouth*, a frigate of thirty-two guns, belonging to the main fleet. No other particulars relative to him are known, till the 1st of October 1703, when he was promoted to be captain of the *Content*. A memorandum, added to his name, in rear-admiral Hardy's list of naval officers, informs us he was dismissed the service in 1705. This is certainly a mistake, for in the month of November 1706, he commanded the *Advice*, a fourth rate, employed as a cruiser; and having met with a fleet of merchant-ships, homeward bound from Virginia, in much distress, and who had also parted from their convoy, he quitted his station, in order to escort them into port. This act, apparently patriotic in the eye of plain reason; and in the judgment of all impartial men, especially those who are unacquainted with the laws and regulations of the service, will certainly appear as entitling him to the highest praise; obedience to orders is, however, a point that can never be too strongly enforced, and it is necessary on all occasions to punish the smallest infringement of them, however proper and praise-worthy such conduct may be thought, by those who are not acquainted with the ill consequences that might attend it; and however compassion may feel for the stroke which rigid and unrelenting justice compels us to inflict.

Captain Lowen was accordingly brought to a court-martial, convened at Spithead, on the 27th of December following. His judges, influenced by the motives we have already stated, and by those stern regulations, which admit of no excuse or palliation, were compelled to dismiss him both from his command and from the service. Having thus done their duty, and acquitted their consciences, captain Lowen was recommended by them to the lord high-admiral, in terms so strong, that he was restored to his rank in the service, and consequently to his half-pay. He does not, however, appear to have been again employed; but in the year 1710 was put on the superannuated list, with a pension equivalent to the pay of captain of a fourth rate. He enjoyed this till the time of his death, which happened on the 30th of September 1713.

MATHEWS,

**MATHEWS, Thomas.**—This brave and unfortunate commander was the descendant of a very ancient and respectable family, long settled at Landaff, in the county of Glamorgan\*. But notwithstanding the figure he afterwards lived to make in the naval world, together with the high character he acquired, and which, surviving the malice and base aspersions of his enemies, he still continues to retain in the eyes of all candid and impartial men, we are unacquainted with all the earlier part of his service, even till we find him, on the 24th of May 1703, appointed captain of the Yarmouth. He did not long continue in this ship, having, most probably, been appointed to it merely for the purpose of giving him the rank of captain. Being made commander of a cruising frigate, some years elapsed before he had that opportunity of distinguishing himself, which his great activity of mind and intrepid spirit always aspired to. In 1707, we find him captain of the *Dover*, and employed under commodore Evans, to cruise, during the winter months, in soundings. In this troublesome and disagreeable service, his greatest success was the capture of a French frigate, called the *Bien Aime*, of twenty-six guns. He was, not long afterwards, removed into the *Chester*, a new ship of fifty guns, built to supply the place of one of the same name, captured in the month of October 1707, by the Count de Forbin.

We find him commanding this ship as one of the squadron cruising in the Channel, under the command of lord Dursley. In the month of March 1708-9, his lordship had escorted the Lisbon fleet into what he deemed a

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\* A collateral branch of this family, soon after the restoration, went over to Ireland, where they have acquired large possessions, and have arrived at high honours; Francis, the representative of that part of the family, being created Baron Landaff of Thomas Town, in the county of Tipperary, on the 12th of October 1783. Archdale, in his account of this noble lord and his ancestors, speaks in the following honourable terms of the family of Mathews. "Edward Mathews, or ap Mathew, ancestor to this noble lord, resided at Rader, in the county of Glamorgan, about the year 1660, where he inherited a good estate, principally consisting of chiefries, being the remains of an ample fortune possessed by his ancestors from time immemorial; he was also possessed of the town of Landaff, in the same county, whence the present lord, in whom it now vests, takes his title.

safe

safe latitude, and had scarcely parted company with them, when he fell in with the *Achilles*, of sixty guns, commanded by that well-known naval partisan, Du Guè Trouin, the *Glorieux*, of forty-four, and the *Bristol*, of fifty guns, which they had, that very morning only, captured from the English. A chase immediately taking place, captain Mathews, who had ran very far a-head of his companions, came up with and captured the *Glorieux*, after a short, but very spirited action. After having returned into port, and refitted, he was, towards the close of the year, sent upon the West India station, where he met with no extraordinary occurrence, except having captured one or two inconsiderable privateers. In the following spring he was ordered to America. In the month of May 1710, instructions were sent him from England to join captain Martin, of the *Dragon*, who was sent out to reduce Port Royal, in Nova Scotia. He was not present at the attack itself, being dispatched by the commodore before the squadron, to intercept any reinforcement or supply the enemy might attempt to throw in. After this expedition was successfully concluded, captain Martin, with such ships as he had brought from England, returned thither, leaving the *Chester* behind him, on the New England station.

In the month of June 1711, sir Hovenden Walker arrived at Boston, with a strong squadron, destined for the attack of Quebec; and captain Mathews, who returned from a cruise in two or three days after admiral Walker reached that port, put himself under his orders. He was dispatched almost immediately to convoy some transports to New York\*, and was ordered to proceed from thence to Placentia, between which place and Cape Breton he was to cruise till joined by the fleet, on its passage to the river St. Lawrence. The *Chester's* stern frame being very much shaken by a gale of wind during the time he was thus employed, the admiral sent captain Mathews back to New England before he entered the river St.

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\* On his passage thither he had the good fortune to take a French prize; and appears to have taken infinite pains to procure the best intelligence he could from his prisoners of the navigation of the river St. Lawrence, which he properly arranged, and took the earliest opportunity of conveying to the commander-in-chief.

Lawrence,

Lawrence, with orders that as soon as he had refitted his ship in the best manner circumstances would permit, he should sail for England as convoy to the mast ships.

Peace being concluded at Ryfwic, soon after captain Mathews returned to England, we find no other mention made of him till the year 1718, at which time he commanded the Kent, of 70 guns, one of the fleet equipped for the Mediterranean, under the command of sir George Byng. In the memorable engagement with the Spanish fleet, off Messina, he very conspicuously distinguished himself, having not only captured and taken possession of the St. Carlos, of 60 guns, commanded by the prince de Chalay, but afterwards considerably assisted captain Master, in the Superbe, in taking the Spanish admiral himself, in the St. Philip, of seventy-four guns. In the month of January 1718-19, he was left by the commander-in-chief, with a small squadron, to cruise off Pontemelia, in order to watch rear-admiral Cammock, who had taken refuge in Messina, and prevent his escaping to the southward. So active and diligent was he in this service, that he drove on shore, where she was totally destroyed, one of Mr. Cammock's best ships, called the Santa Rosalia, mounting sixty-four guns; the rear-admiral himself very narrowly escaped being taken prisoner, in a few days afterwards, by getting off in his boat, but the vessel in which he attempted to fly, being a frigate of twenty-two guns, fell into the hands of its pursuers.

His activity did not grow torpid by repeated success, nor his zeal for the service and good of his country flag, as if fated with the honour he had already gained. He continued to be employed on every service where ability was required; but from an enemy so completely beaten, from a fleet so totally annihilated as that of Spain, little reputation could be gained in addition to that which he had already so justly acquired. He appears, during the remainder of this expedition, to have been one of the persons principally consulted by the admiral, as to the measures he should take according to the exigencies of his very complex and delicate command, and to have been, on all occasions, one of the first persons employed to carry them into execution. On his return to England, after the conclusion of the war, he appears to have retired from the  
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line of active service for a considerable space of time, as we have no authority for saying he held any command in the number of fleets which were occasionally, and almost as a matter of course, annually equipped during the fifteen succeeding years\*.

On the 8th of January 1736, he was appointed commissioner of the navy, resident at Chatham; he held that office till the year 1742, when he once more returned to command, disdaining when his country was involved in war, to immure ignominiously in peace those abilities, which, when called into activity, might be employed to so much greater advantage. On the 12th of March 1741-2, he was promoted to be vice-admiral of the red, which, in consequence of his having before this time accepted a civil employment, and being on that account considered as out of the line of promotion, was the first commission he ever had as a flag-officer. On the 25th of the same month, being appointed commander-in-chief in the Mediterranean; he hoisted his flag on board the *Namur*, of ninety guns; and having sailed on the 16th of April, with the *Namur*, *Caroline*, *Burford*, and *Norfolk*, arrived at Gibraltar, after a prosperous passage, on the 7th of May. When he had joined the remainder of the force which was to be under his command, and was already in the Mediterranean, under rear-admiral Lestock, he exerted himself with the utmost diligence, as well to distress and attack the avowed enemy against whom he was purposely sent to make war, as to deprive them of the aid and assistance of those friends who had not the ability and power of affording their assistance, otherwise than by a dangerous and clandestine supply of stores or recruits.

A variety of spirited enterprizes, executed under his direction and command, convinced the Spaniards, and all those who supported their desperate cause, of the manifest superiority of the British naval power. Early in the month of June†, having received intelligence that five Spanish gallies had sailed from Margareta to St. Tropez,

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\* We must except that in 1722 he was appointed commodore of a small squadron sent to the East Indies, whence he returned in 1724.

† He arrived at Villa Franca on the 7th, N. S. with the *Namur* and two other ships of the line, the remainder of his force, two other ships only excepted, which came in soon after, being detached on different important services.

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he detached captain Norris, with a small force, to block them up in that neutral port; but the Spaniards having forfeited their claim to its protection, by beginning to fire on the English ships, captain Norris immediately ordered captain Callis, of the Duke fireship, to attempt burning them, this he very spiritedly and successfully executed as will be hereafter seen in the account of that gentleman. Admiral Mathews himself, with the main body of his fleet, repaired to Villa Franca, from whence, by keeping cruisers off Toulon and the isles of Hyeres\*,

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\* Extracts of different letters from Toulon and Marseilles.

"Toulon, August the 19th, 1742, N. S.—Part of the English fleet continues at Villa Franca, and others cruise off Toulon and the isles of Hyeres, where there are always some at anchor. There remain but six Spanish ships in our wet docks to finish their repairs and careening; the others got into the road again some days ago. M. Court's Squadron continues in its former situation. Our forts and batteries of the road are well supplied with men and every thing."

"Marseilles, August the 20th.—We have still the English Squadron on our coasts, who search all ships within their reach, *without exception*, to see if there are no effects on board belonging to the Spaniards. The sea-shores every where round this place are well-guarded with cannon."

From the concluding observations of these extracts, it is very evident how much the spirited behaviour of Mr. Mathews intimidated not only the Spaniards, but their friends the French also.

Admiral Mathews, when joined by rear-admiral Rowley, with a strong reinforcement, had a very formidable force under him; but it is asserted by some, that the combined force of France and Spain consisted of thirty-six ships of the line, which he confined to the port of Toulon, by detaching his two rear-admirals Rowley and Lestock to cruise off the islands of Hyeres with twenty-four ships. By cruising on the coast of Provence, and continuing at Villa Franca, he considerably impeded the operations of the Spanish army; for a letter from Florence, dated June the 16th, 1742, has the following paragraph: "By letters from Nice we understand that they are making all possible preparations in that neighbourhood for opposing the passage of the Spanish troops from Provence, and are greatly assisted therein by the English vice-admiral Mathews, who continues to lay with a part of his fleet at Villa Franca."

While he lay in that port he gave a very strong proof of his strict attention to the honour of the British flag. A French ship of war passing by in sight of the fleet, and neglecting to pay the usual and expected compliment, the admiral fired a gun as a signal for her to bring to; this was disregarded, and Mr. Mathews ordered one of his ships to slip and pursue her; the French commander continuing obstinate, was immediately sunk by a broadside from the English ship.—Campbell.

as he took care constantly to do, he was enabled to keep both the French and Spanish fleet, which had taken refuge in that port, in complete check for the space of eighteen months.

In August he detached commodore Martin, with five ships of war, four bomb ketches, and as many tenders, to Naples; where, after some little altercation, that gentleman compelled his Sicilian majesty to withdraw his troops which had joined the Spanish army; and also to promise he would not in any degree interfere or assist Spain during the war. The towns of Mataro and Palamos, on the coast of Catalonia, were bombarded soon after this time. On reciting this transaction, Campbell breaks out into a pathetic lamentation of the miseries, which he wishes to prove were *wantonly* heaped on the *unoffending* inhabitants. But however we may commiserate the ruin of individuals, it is certainly one of the first objects of a commander-in-chief to attack an enemy wherever he is found vulnerable; for that probable ruin, and the extent of that defenceless state to which subjects are exposed, form the principal inducements that actuate all national governments to conduct themselves equitably and peaceably to their neighbours. It is therefore as ridiculous to deprecate these horrors, as it would be improper to suffer a valuable fleet of merchant-ships, belonging to your enemy, to pass unmolested, because their cargoes are not the property of persons actually in arms. It is, we think, at least a matter of doubt, whether it would not ultimately tend to the advantage of mankind, that war should invariably be carried on in a way, civilized nations, from being unaccustomed to the method, would shudder at? The miseries, though for a moment more violent, would certainly be shortened; and the only question to be asked is, which of the two is preferable, a war, in the most extensive sense of the word, for a few months continuance, or one lengthened to as many years, conducted in its gentler method? We have thought it necessary to make this short comment, lest Mr. Campbell may have left on the minds of some, an unfavourable idea of Mr. Mathews's humanity.

The vice-admiral being rejoined by commodore Martin, in the road of Hieres, which was made the general

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rendezvous

rendezvous of the fleet, he detached him to Arassa, in the Genoese territories, where he had information that considerable magazines of corn had been formed, for the use of the Spaniards. The commodore arrived in the road of that place on the 1st of September, and immediately sent officers on shore, to make the necessary search for the depots. Four considerable stores of barley being discovered, a party was sent to destroy them, which they did very effectually, by throwing them into the sea. Mr. Mathews's spirit of enterprise did not cease here, for having received intelligence that a Spanish ship of the line lay at anchor at Ajaccio, in the island of Corsica, he sent the Ipswich, and another ship of the line, with a fireship, to take or destroy her; but the Spaniards, to prevent the ship from falling into the hands of the British, made their escape on shore, and then immediately set it on fire.

The operations of the year 1743 were principally confined to the blockade of the port of Toulon, where the French and Spanish squadrons were kept completely stationary, while detachments from the British fleet effectually prevented the introduction of any supplies into Italy, for the use of the Spanish army in that country, and it was therefore consequently kept in a state of inactivity. A variety of desultory attacks were also made on the enemy's coast, which not only did them considerable injury, but kept them in a continual state of alarm. The first of these was in the month of February, when captain Ambrose, in the Rupert, and captain Hughes, in the Feverham, being ordered to cruise on the coast of Valencia, made several valuable prizes, some of which being laden with stores and provisions for Toulon, the loss of them was very highly distressing to the enemy. Several settees having taken shelter under the town of Vineros, or Binarux, a small port bordering on Catalonia, the same commanders resolved to attempt their destruction, which they successfully effected, and without any loss to themselves.

In the month of April, admiral Mathews being then cruising off Toulon, a party of British sailors were permitted to go on shore at the town of Hieres, to recreate and refresh themselves. The French garrison refused them admittance; upon which a desperate fray took place;

place; and farther assistance coming to each party, one hundred and fifty of the English are said to have been killed before the affair terminated. It is to be observed, that the French had on this occasion the advantage of being armed, while the sailors, not expecting any dispute, were totally unprepared. The French were so alarmed at this event, which certainly could only be considered as an unpremeditated accident, that they reinforced the garrison with six hundred additional soldiers; and the governor of Provence wrote a very polite and flattering letter to the admiral, acquainting him, that as the preceding unpleasant affair could by no means be imputed to him, he would represent it to his court in such a light as, he hoped, would prevent any national rupture. This is another proof of the high respect, compulsively as it were, paid Mr. Mathews by the French.

About the latter end of June, the admiral having received intelligence that fourteen xebecques, under the convoy of a Spanish sloop of war, had been chased by the Kennington frigate into the port of Genoa, he himself sailed from his station off Hieres, and anchored in the road of that place on the 1st of July, with six ships of war and four bomb vessels. Deputies were immediately sent off to compliment him on his arrival, and civilly to enquire into the cause of a visit which was totally unexpected, and not a little disagreeable. The admiral answered with much firmness, "that he came there to demand that the Spanish vessels laden with stores should be forthwith obliged to quit the port; or that the republic should sequester the artillery and warlike stores till the conclusion of a general peace." After some negociation, it was at length agreed, "that the stores should be put on board other vessels, and be transported to Corsica, under convoy of the English squadron, there to be deposited in the castle of Bonifacio, and to be guarded by a Genoese garrison till the war terminated: that after the due performance of this agreement, the Spanish vessels should have permission to retire unmolested." These terms, so mortifying to the Genoese, who were secret favourers of the Spaniards and their cause, they were very reluctantly obliged to comply with; alarmed at the horrors of an expected bombardment, in consequence of their refusal: they had also the

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additional

additional mortification of being compelled to consent to have the stores in question transported to the only part of the world whither they would have wished them not to have been carried, the island of Corsica, in which they daily dreaded a revolution. Public, as well as private duplicity, is a crime, however, which rarely fails of meeting with its proper punishment, and when inflicted with the utmost rigour, is seldom compassionate.

This business was hardly adjusted, when, in the month of August, the admiral having information that some vessels, with stores and artillery, had arrived at Civita Vecchia, he dispatched a detachment from his fleet in quest of them. On its arrival off that port, the commodore demanded that the enemy's ships and their cargoes should be immediately delivered up, or that he would bombard the place. The stores and cannon had been privately laded, and conveyed to the Spanish army, before the arrival of the English squadron; and the governor, fearful of its resentment, as soon as this breach of neutrality should be discovered, sent a courier to Rome, for instructions how to act; he returned with orders to insist that the English commodore and his ships should quit the coast; and the Spaniards taking the advantage of a fair wind, and a dark night, made their escape. The English commander, doubly exasperated, first, at the haughty tone of the court of Rome, and secondly, at the loss of an expected prize, was absolutely preparing to proceed to the extremities he had threatened, when admiral Mathews, at the intercession and entreaty of the king of Sardinia, who promised to procure satisfaction for this flagrant conduct on the part of the Pope, sent an order to the English squadron to retire, and rejoin him.

The remainder of the admiral's\* operations during this year, were confined to the assistance he gave the king of Sardinia, in order to enable him to repulse the Spaniards at Chateau Dauphine. In aid of that monarch's cause, he landed the greater part of his marines, and a considerable number of cannon, at Villa Franca; by which means he secured that important place from the enemy's

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\* In the month of August 1743, he was promoted to be admiral of the blue.

incursions,

incursions, and totally prevented them from penetrating by that pass during the remainder of the year.

Early in the succeeding spring, the French court, weary of having their own fleet, as well as that of their friends, confined to the port of Toulon, sent M. de Court to take the command of their ships, with orders to put to sea at all events, and support the Spaniards to the utmost of his power, in case they should be attacked. The force of the united squadrons consisted of twenty-eight sail of the line, and six frigates. That under Mr. Mathews was, indeed, somewhat superior in point of numbers, but had the disadvantage of having several of its ships in a very indifferent state of equipment, both with respect to men and the condition of the ships themselves, which had been a long time from England; while on the other hand, the French and Spaniards were just come out of port, and in as good a state for service as any fleet belonging to them that ever went to sea. M. de Court arrived at Toulon in the month of January; and having hoisted his flag on board the *Terrible*, of seventy-four guns, assumed the command of the whole fleet. Admiral Mathews, about the same time returned from Turin, whither he had gone to concert the measures necessary to be pursued in carrying on the war. Having received information that the combined fleet was actually preparing to put to sea, he stationed a sufficient number of cruisers to look out, and give him the earliest intelligence of the enemy's motions. On the 8th of February\*, O. S. he learned from some of his ships which rejoined him, that the combined fleets would put to sea on the following day; he accordingly, with all the alacrity becoming a man of high spirit, made every possible disposition to receive or pursue them.

The memorable action which ensued, and which forms so prominent an event in the naval history of Britain, became long the subject of political discussion and party dispute; and it is difficult, even at this remote period, to collect the true cause of the miscarriage, from those various

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\* On the 18th the appointment of admiral Mathews, to be rear-admiral of Great Britain was declared in the Gazette, as was at the same time his promotion to be admiral of the white.

accounts and opinions which men of different sentiments have, from time to time, published as so many candid statements\*. The number of ships in each line was exactly equal;

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\* We cannot, perhaps, do better than give the reader the separate accounts of this action, published by the courts of England and France. We shall add a few remarks on these, a mode of treating this event which may probably be thought more satisfactory, than it would be to give a laboured detail of it from ourselves, which might be deemed by some less authentic.

" Whitehall, March 21, 1743-4. Late last night a courier arrived here with an account from admiral Matthews (dated the 29th of February, O. S. in Mahon harbour) of what passed in the engagement near Toulon, between his majesty's squadron under his command, and the combined fleets of France and Spain, together with his proceedings subsequent thereto, which is in substance as follows:

" That the Somerset, Dragon, and Warwick joined the admiral the 3d instant: on the 8th he received advice that three expresses came to Toulon the day before, in a very short distance of time, one after the other: he was likewise informed, that the conjunct fleet would put to sea the next morning. Between three and four that afternoon, captain Marth, of the Winchelsea, one of the ships appointed to watch the conjunct fleet's motions, made the signal for some of the said fleet being under sail; upon which he made the signal for unmooring, and putting the ships in a condition for action, which was done with the utmost alacrity and expedition. In less than half an hour they could see several of them from their ships; the signal was made by captain Marth, before it was dark, for seeing nineteen sail; and about two in the morning he sent the admiral word, that they had anchored again under Cape Sepet. As soon as it was day they saw those that came out the night before under sail, and in a very little time the rest coming out, their number in all being thirty-four. The admiral then got under sail, the wind blowing very fresh westerly, expecting they would have come down to him; but he soon found they had no such intention, at least for that day, for they kept plying to windward, though there was all the appearance of dirty weather, and some of the weathermost ships were, at night, hull-to. He therefore stood to and fro in the day till night, and then anchored, having left cruisers out to watch their motions; during which the Warwick touched the ground, but by starting thirty tons of water, was got off about nine that night, without any other damage.

" That by break of day the next morning, our people seeing from the mast head fifteen sail (the rest being hid by the island of Porquerole) the admiral immediately got under weigh, having but little wind, and that at north, and made all the sail he could to get to them, they standing at the same time towards the English fleet with a light breeze westerly. After an hour or two's calm, there sprung up a small breeze easterly, by which means they neared each other; at the same time the Boyne and Chichester appeared in sight from under

Levant

equal; although the French, in their account of the matter, wish to impress an idea of their having been manifestly inferior; but Mr. Mathews had a reserve of six ships

Levant island, and the easterly wind prevailing, they, and a tender with provisions from Mahon, soon joined the admiral, having had the good fortune to fall in with the land to the eastward, without which they must have fallen into the enemy's hands. The enemy brought to in a line of battle, but for want of wind, and having a very ugly sea, it was night before the admiral could get near them, having had the signal out all day for the line of battle, which was kept out for some time after it was night. At dusk he brought to, within a little more than three guns shot of them, and ordered the Essex to lie a mile to leeward of him, and the Winchelsea a good musket's-shot to leeward of the Essex, to watch their motions, and make the proper signals, as well as to stand after them in case they should make sail; that they were so near he could count the enemy's ships after the moon was down, but could not at the same time see vice-admiral Lestock and his Squadron, he having brought to so far to windward, that, when it was dawning, and the admiral had made sail and the signal for the line of battle a-breast, the vice-admiral was full five miles a-stern of him. The enemy also made sail, and went with their topsails, and sometimes set their forefails.

" That about eleven the Royal Oak, and two tenders with provisions from Mahon, joined the fleet, having luckily fallen into the eastward.

" That rear-admiral Rowley led the van, but could never come near the French Squadron, as M. de Court would sometimes lie to as if he designed staying for them; but when the English drew near him he made sail again, till at last he had left most of the Spanish ships a good way a-stern of him. The admiral was then fully convinced he never would come to a general engagement, but judged his design was, by his way of acting, to draw him down the streights. About half an hour after eleven, the admiral made the signal for engaging, and soon after bore down upon the Spanish admiral, ordering the Marlborough to do the same. The action began about one: the Norfolk engaged Don Alvarez (the Spanish admiral's second) who soon bore away, and never shortened sail whilst they could see her; the rest of the admiral's division a-head engaged those of the enemy a-head; the Marlborough, driving a little too near the admiral, obliged him to fill his sails, to prevent her coming on board him; that during the little time Mr. Mathews was engaged, the enemy greatly disabled his masts and rigging, and having but little wind and an ugly swell, the mizen top-sail being handed to prevent the masts and rigging tumbling about their ears, hindered the crew from working the ship, though they reeved new braces three several times, so that he could not give the Marlboro' the assistance capt. Cornwall wanted, whose behaviour is mentioned by Mr. Matthews to merit all imaginable praise, and whose unfortunate fate he greatly laments. The enemy were extremely well served with gunners, the French

ships of fifty guns, which were not put into the line, and might have supplied the place of such as were disabled during the action. No person can doubt, but that, owing

training up a great number of them, and having exercised them at a mark for upwards of three months before the engagement. The Marlborough's main-mast was brought by the board as if it had been but a twig; and the admiral's main-mast and his bow-sprit were shot through and through, the former had only two shrouds to support it, and all his top-masts were wounded. The enemy fired chiefly at the masts and rigging, for though the admiral engaged within pistol shot he had but nine men killed outright, and forty wounded. His captain's arm was shot off the first broadside, and the Spanish admiral's ship, the Real, was totally disabled. When Mr. Matthews attacked her second, she soon bore away and made all the sail she had it in her power to set; he then made the signal for the Ahn galley fireship to burn the Real, but her commander was so tedious in priming her, and in coming down, that the four ships a-stern got so near her as to prevent her success, and by some of their shot, or some other unlucky accident, she blew up (being then within pistol-shot, or less, of the Real) with her captain and several of her men, and also the Spanish admiral's great launch full of men, which had been sent to prevent the fireship from boarding him. The admiral was himself at the same time within musket-shot of the Real, and was afterwards engaged, within less than musket shot, by the same four ships, which had passed by Mr. Lestock, which ships the rear of the admiral's division engaged, but at too great a distance.

"That the Somerlet, Princessa, Dragon, Bedford, Kingston, and Berwick engaged the rest of the Spaniards a-head; one ship, of sixty guns, of the enemy's, fell into our hands; and, during this time, M. de Court let rear-admiral Rowley come along side of him, when they had warm work for near three glasses, as had the Princess Caroline; that after that time M. de Court set his forefail, and left Mr. Rowley, who was then engaged by the French admiral's two seconds, but not for above twenty minutes before they went off. There were but three of the French ships engaged, the rest kept their wind in order to tack and weather us; but our van keeping the wind of them, prevented their designs taking place. The night coming on, with little wind and a very great swell, hindered our improving the advantage we had got. The Barfleur had eighteen men killed and thirty wounded.

"That, notwithstanding the French tacked upon rear-admiral Rowley, they did not think proper to engage him; they, however, retook the Spanish ship, it being impossible to do any thing with her, as she had not a mast standing, and as it was near dark and the whole French Squadron had tacked upon them. Thereupon captain Hawke, of the Berwick, left her, but could not get his lieutenant and twenty-three men out of her, his first lieutenant having done all he could to persuade the men to quit her, but in vain.

"That

owing to some cause or other, an opportunity was lost of giving the navy of France and Spain a very signal and decisive blow. What that cause was, will, perhaps,

“ That about eight at night the admiral shifted his ship and hoisted his flag on board the *Russel*, captain Long, not caring (should there be an engagement the next morning) to risk the falling of all his masts. At break of day they saw the enemy's fleet again to leeward of them, and found they had towed the crippled ships before the wind all night. The admiral chased them again, the French lying in a line of battle to windward of the Spaniards, most of them hull-to; but as he drew near them they made sail, and left the disabled sixty gun ship. The admiral then sent the *Essex* a-head, and ordered captain Norris to burn the said Spanish ship (not being able to spare any of his squadron to carry her to Minorca) which captain Norris did. She blew up about half an hour after nine at night, and there was great reason to believe, if there had been any wind the French would have left the Spanish crippled ships, as most of them had suffered greatly.

“ That in the afternoon captain Watkins, of the *Burford*, joined the fleet; he had been in Hieres Bay the day before, where hearing the reports of guns, and seeing the smoke, he made directly for it.

“ That at night the admiral brought to that the sternmost ships might get up with him; he saw the enemy again the next morning, but at a great distance.

“ That after the admiral had lost sight of the enemy's fleet, and found all his endeavours to rejoin them, or to procure intelligence of them, ineffectual, (they being gone, as he supposed, down the Straights) he laboured for several days, against contrary winds and storms, to get back to the bay of Hieres. This however he found impracticable, and was obliged to put into Port Mahon, where he was at an anchor on the 29th inst, and proposed to get again out to sea the first moment that the necessary reparations could be made of the damages sustained by several of his ships, as well in the engagement with the French and Spanish fleets, as in the constant storms and foul weather he had since met with.

“ As the admiral had not then had his returns from the several captains who were engaged, of the loss they might sustain in the action, he was not able to send the particulars thereof by this courier.

“ All that he mentions upon that head, besides what is above, is, that the *Marlborough* lost in the action forty-three men, her captain and master included; had ninety wounded, who had been sent to the hospital in Minorca; and thirty slightly wounded, who remained on board and would soon be able to do their duty.”

The French on their parts published the following account, in which they appear to have been influenced by much more modesty than they usually exhibit on such occasions. The expression printed in *Italics* deserves to be particularly noticed.

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perhaps, be ascertained with no little degree of precision by seriously and impartially considering the characters, and referring to the conduct, both of Mr. Mathews and Mr. Lestock,

“ The combined squadron of France and Spain went out of the road of Toulon the 19th of February; they were composed, viz that of France of fifteen ships of the line, four frigates, and three fireships; that of Spain of twelve ships; four others having remained in the port of Toulon for want of sailors. The wind was very favourable on the 20th for going up to the English, whose squadron consisted of 45 ships, thirty whereof were of the line; and eleven of three decks. We made use of the wind, but could not come up with them before night. They put out to sea, and the wind fell. The calm continued during the whole day of the 21st, which we passed, lying by in sight of one another. On the 22d the wind came favourable for the English; who ranged themselves in order of battle, to attack the two squadrons: they had the largest ships in the center and front. The Spanish squadron, which should have formed the avant guard, by the wind changing became the rear guard. *The English did not come up with all our line, or, to speak more properly, did not begin to attack till between twelve and one o'clock the Spanish squadron and the center of the French, leaving the rear guard free.* Mathews, with five of his largest ships of three decks, attacked the Real, and Rowley the Terrible, with three three-decked ships of his division, but the fire of the French obliged him to retire. During the fight, which continued near three hours, M. de Court made a signal for his avant guard to tack about and succour the Spaniards; but as it was at some distance, and the smoke might not permit the signal to be seen, the Terrible, with his division, came to succour the Real. This motion caused the fight to slacken, and compelled the English to abandon the Spanish ship Poder, which had been obliged to surrender, being entirely disabled. The English kept off as far as they could, without daring to follow the Real and the other Spanish ships, although many of them had been damaged in their masts, and especially the Real, the general commander of which had received two slight wounds, and the captain being mortally wounded. The fight continued till half an hour after five, and the rest of the day, as well as during the following night the squadron of France covered that of Spain, and sent carpenters and caulkers to the Real to repair her. On the 23d, at day break, M. de Court, upon the noise of cannon, which he heard, went and delivered the Spanish ship, the Hercules, from three English ships, amongst which she had fallen in the night, believing them to have been of her own squadron. The French employed the rest of the morning in taking between three and four hundred Spaniards out of the Poder; there were also ten or twelve English who had got into her to work her. They set fire to her, and towards night she blew up in the air and sunk. About noon the English appeared in order of battle, but very far off. We waited for them, and it was all we could do, because they were to windward. The Spanish officers will give a more circumstantial account of the

ships

Lestock, as well during the former part of their lives, as their reciprocal behaviour to each other, while they were thus, unfortunately for the nation, connected in command.

To return, however, for the present to simple narrative, the admiral, when all hopes of bringing the enemy again to action was at an end, put into Mahon, where he refitted his ships; and having proposed some queries to vice-admiral Lestock, relative to his conduct in the late action, which that gentleman did not answer to his satisfaction, he thought proper to suspend him from his command, and send him to England, on board the Salisbury, preferring at the same time a specific charge of misconduct on the foregoing occasion. The necessary repairs of his ships being completed, Mr. Mathews put to sea, in the hope of meeting the enemy once more, and obtaining some advantage less equivocal than his last. In this wish he was unhappily disappointed; but he nevertheless continued to exert himself to the utmost while he retained his command, and to do every thing that could be expected

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ships of their squadron, which were engaged. M. de Court constantly covered the Spanish squadron, not only in the night between the 23d and 24th, but likewise all the day, during which a very cold N. E. wind arose, and obliged the combined squadrons to retire towards the coasts of Catalonia. They kept together and in readiness till night; when the general lay-to, and made signals by firing of cannon, shewing lights, for the others to do the same. The French ships perceived it, but the Spaniards followed their course, the St. Elizabeth towing the Real. We saw them the day following before Barcelona, and have not since had any farther account of them, though several frigates were sent to see after them. We are however fully persuaded that the English did not chase them, and that they have not taken any ship of theirs except the Poder, which they abandoned. M. de Court adds some particulars in praise of the Spaniards; and finishes by referring to the relation, which will be sent by their admiral, D. Jean Joseph Navarro, whose valour and courage he praises extremely, as well as that of all the captains of his squadron.

"We have had advice that the Neptune was arrived at Barcelona; the Constant, the Hercules, and the Orient at Carthagea; and we expect every moment to hear of the arrival of the Real, of the St. Elizabeth, and of the other ships, with the relation of all that passed in the engagement, in which, as M. de Court says, D. Navarro, and all the commanders of the king of Spain's ships, shewed great marks of their valour, each of them having been attacked by two, three, four, and five English ships at once."

from

from an active and enterprizing officer, to distress the enemies of his country. He was very successful in one or two small expeditions which he projected and caused to be carried into execution, by detachments from his fleet, but these will be hereafter with more propriety enlarged upon, in our account of the several officers who commanded them.

Mr. Lestock, on his arrival in England, thought proper, in excuse for his own conduct to recriminate, and prefer, on his part, a charge against his commander-in-chief, to the following effect: "that the night before the engagement, he brought to, in obedience to the admiral's night signal; but at break of day, by reason of the wind's shifting, and the indraught of the tides, he found himself at a greater distance from the main body than he expected; that about eight he had an account from the admiral, by Mr. Jasper, his first lieutenant, that he would lay by till he could join him with his division, in place whereof the admiral made more sail, and sent lieutenant Knowles to order him to do the same, though he had then crowded all he could carry; that he did all he possibly could to get up with the sternmost of the Spanish squadron, and even fired a broadside at the Isabella, being the hindmost, but could not prevent her going a-head of him; that he did all that lay in his power to assist the admiral, whose *rashness and precipitation* in engaging the enemy *before the line of battle was formed*, contrary to the rules of war, and the practice of our best admirals, rendered his attempts to succour and support him fruitless; that this conduct in Mr. Mathews was the more inexcusable, *as he was under no necessity of hurrying on the action*, since, by the disposition of the French and Spanish admirals, *it plainly appeared they were resolved to fight*. That it was unaccountable the admiral should take such precautions not to let the enemy escape us, when our fleet was not formed in order of battle, and they lay prepared for us before the engagement; and though we had the advantage of disabling some of their ships, and burning another, became of a sudden more cautious, by bringing to in order of battle at a much greater distance, without sending out any cruisers to observe their motions; therefore the sole miscarriage was chargeable on the admiral, who, by his imprudence in fighting at first at such a disadvantage, had endangered the

the whole fleet entrusted to his command; and after, by a quite contrary conduct, suffered the enemy to escape out of his hands."

This miscarriage, which men of all parties felt, soon excited a national clamour, not to be appeased but by some sacrifice; as a preliminary step to it, in consequence of Mr. Lestock's recrimination Mr. Mathews was recalled, and travelling through Germany and Holland, arrived in England about the end of September. On the meeting of parliament an enquiry was instituted, and the house of commons unanimously came to the following resolution, the truth and propriety of which, considered generally, no man in the world can deny. "That as it evidently appeared to them, that the combined squadrons were inferior to his majesty's fleet at the time of the engagement, the miscarriage of that action created a general reflection on the honour of his majesty's arms, and was equally detrimental to the national interest, which must be owing to the misconduct and behaviour of *some* of the commanders and officers of the fleet."

This resolve being passed, they immediately addressed his majesty, praying "that he would be pleased to appoint immediately, courts martial, to enquire into the conduct of admiral Mathews, vice-admiral Lestock, the captains Burrish, Norris, Williams, Ambrose, Dilkes, and Frogmore, with the four lieutenants of the Dorsetshire, in order to bring a condign punishment on those whose misconduct had brought this discredit on his arms, sacrificed the honour of the nation, and trifled away an opportunity of importantly serving the common cause." Mr. Mathews and Mr. Lestock, being both members of the house of commons, were first heard in their places, as is customary; but although several witnesses were examined, it was not thought the truth could be so well investigated by any other means as by a court-martial, to which decision the matter was finally referred.

Owing to the time it required to collect the multitude of witnesses necessary to the investigation of so intricate an affair, and the greater part of these being, at the time their testimony was wanted, employed on service in a distant part of the world; the nation also being deeply engaged in a war, which rendered it extremely difficult to call

call them home, as well as to collect a sufficient number of members totally unconnected with the parties and the action alluded to, the trials did not commence till the month of October 1745. Sir Chaloner Ogle being nominated the president, this enquiry was at last entered into, and after a long as well as tedious investigation \* Mr. Lestock was *honourably* acquitted, and Mr. Mathews declared incapable of holding any farther employment in his majesty's service!

This sentence, however it might calm the stern severe countenance of unrelenting justice, was by no means equally fortunate in appeasing the tumult of popular opinion. The people, especially that part unacquainted with the rules and laws of the service, inquired for the person who had acquitted himself best in the splendid, brilliant, and ever favourite character of a gallant man. When they found their commander-in-chief actively and most spiritedly engaged in the center of their foes, and when they searched in vain to discover the admiral of a squadron, under that commander, in the same situation, when they were told that, while the first was bravely employed in the manner just mentioned, the latter was not even within gun-shot, when they heard Mr. Mathews himself complain of being unsupported, of being left a sacrifice to the private resentment of an individual, and above all, of being deprived, by that conduct, of bringing into a British port the Spanish admiral Navarro in a ship mounting one hundred and ten guns, they felt the immediate impulse of a generous indignation; and those who were not severe and violent enough to condemn the justice of the court, were obliged to be content with confessing, that the code of naval discipline was what they did not understand †.

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\* Which continued, by adjournment, for a considerable time; Mr. Lestock's trial not commencing till the month of January 1746, and not being concluded till the 3d of June following; and that of admiral Mathews not before the month of June 1747.

† It is asserted by some, but with what truth we know not, that the king himself was much dissatisfied at this decision, and with all that open and generous love for gallantry which formed so strong a feature in his character, for some time actually refused to signify his approbation of a decision passing so severe a sentence on a man who had acted with so much acknowledged bravery.

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On whatever ground the members who formed this court founded their decision, it certainly was not upon any part of the charge exhibited by Mr. Lestock; that gentleman thought proper to make rashness and precipitation the first articles of it; and in proof of them he urged, that Mr. Mathews engaged before his line was properly formed: to this we answer, first, that if the commander-in-chief had waited till that had been effected, no action whatever would have taken place, and the terms, want of spirit and cowardice might, with the greatest justice, have supplied the place of the less ignoble charge his antagonist had the hardiness to make. Mr. Lestock in his charge takes occasion to observe, that Mr. Mathews was under no necessity of hurrying on the action, as it plainly appeared by the enemy's disposition that they were resolved to fight. The account given by Mr. Mathews, the truth of which has never been disputed by any person, Mr. Lestock excepted, contradicts this observation in direct and positive terms. "*Rear-admiral Rowley (says he) led the van but could never come near the French squadron, as M. De Court would sometimes lay-to as if he designed staying for them; but when they drew near him he made sail again, till at last he had left most of the Spanish ships a good way a-stern, so that THE ADMIRAL WAS FULLY CONVINCED HE WOULD NEVER COME TO A GENERAL ENGAGEMENT, but judged his design was to draw him down the straits;*" if, therefore, Mr. Mathews is to be credited, he had no probable chance of bringing them fairly to action but by bearing down and engaging the enemy with such ships as were near him, in the hope of stopping them till the rest of the fleet, particularly Mr. Lestock's division, came up. The propriety of this measure has been repeatedly justified by the former as well as the subsequent conduct of some of the ablest and bravest naval commanders Britain ever knew\*, and the most brilliant

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\* In particular of admiral sir George Byng in his engagement with the Spanish fleet off Messina; of admiral Anson when he attacked the French squadron under Jonquiere; and, lastly, of the late lord Hawke when he captured the greater part of Lentendeur's fleet and defeated Conflans. "In the account of the first of those memorable actions, the latter expressly says, *finding we lost time in forming the line, at eleven I made the signal for the whole squadron to chase.*"

Lond. Gaz. Extra. Q<sup>r</sup>. 27, 1747.

And,

brilliant victories and successes have crowned their intrepidity. We shall defer giving any opinion on the charge preferred by Mr. Mathews against the vice-admiral, till we come to give an account of that gentleman.

Much stress has been laid by the enemies of Mr. Mathews on his former conduct and private behaviour to Mr. Lestock, as if, even admitting for a moment that to have been improper, it could in the smallest degree have justified any breach of public conduct in the latter. Mr. Mathews is said to have been austere, haughty and imperious, when in fact he was nothing worse than a strict disciplinarian, a rigid observer of forms, and a man who, when in a subordinate station, as he had always paid the utmost obedience to command, so he now justly thought he had every reason to expect and insist on a similar conduct in those who acted in a subordinate station under him. His pride was not that of a vain upstart, ridiculously puffed up by an unexpected exaltation to an high national trust, but of a man who entertained a proper sense of his own dignity and command; most feelingly alive to every slight and insult which he did not consider as merely personal to him, for that, perhaps, he might have forgiven, but as indignity offered to his station and an injury to the service of his country.

His gallantry has never been questioned, even by his bitterest enemies: and the heaviest charge they were ever able to adduce against him was, that he understood the practical part of his duty better than the theory of it; or, in plainer English, that he himself knew better how to fight than to command others to do the same. Most historians, in their observations on the foregoing transaction, remark, that however Mr. Mathews might on some accounts merit censure, the conduct of Mr. Lestock certainly demanded an heavier punishment. Each person may assume to himself a privilege, which assuredly is undeniable, of judging for him in all controversies of this nature that depend in the smallest degree on opinion; but cer-

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And, again, "Observing on my discovering then that they made off, I threw out the signal for the seven ships nearest them to chase and draw into a line of battle a-head of me, and endeavour to stop them till the rest of the squadron should come up."

Gazette Extra. Nov. 30, 1759.

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tainly all persons must unite in the same judgement on the conduct of a man who suffers private animosity to influence his public conduct even for a moment.

Those who have been ingenious in investigating first causes, have felicitated themselves on proclaiming to the world the cause of this unfortunate disagreement. This developement is rather an injury to the character of Mr. Lestock, for it deprives him of every private virtue, as his conduct in the line of his profession had, in the opinion of many, bereft him of every public one. His motives, such as they are, which are given us on this occasion, are, with more propriety, transferred to our account of his life. As to Mr. Mathews he passed the short remainder of his days in peaceable retirement, and died at last considered, by most people, as entitled to their honourable compassion, which is the tribute in degree next valuable to regret and public applause. The time of his death is not precisely known, but is said to have happened some time in the year 1751.

**MEADE, Thomas**,—entered into the navy before the revolution, and was, in 1692, appointed first lieutenant of the *Lumley Castle*, of fifty-six guns. After this time we hear nothing of him till having accompanied commodore Walker to the West Indies, he was, on the 3d of January 1703, by him promoted to the command of the *Burford*, as his captain, and on his return soon afterwards to England, captain Meade was removed into some other ship. We do not find any farther mention made of this gentleman till the year 1707, when his name appears as one of the court-martial assembled on board the *Albemarle*, in Portsmouth harbour, for the trial of sir Thomas Hardy. As no notice is ever taken of him after this time, it is most likely he quitted the service before the death of queen Anne, and not improbably soon after the year above-mentioned. He died in England sometime in the year 1740.

**MIGHELLS, Josiah**,—was a collateral descendant of the same stock with vice-admiral James Mighells, whose grandfather was a merchant of eminence at Lowestoffe, in the county of Suffolk, about the time of queen Elizabeth. Having, as well as his brave relation, entered into the royal navy at a very early age, he was, about the year

1693, appointed third lieutenant of the *Vanguard*, a second rate. In 1696 we find him first lieutenant of the *Norwich* of fifty guns; both these ships were, during those years, attached to the main or channel fleet. He continued to serve, with much reputation, in this station during the war and a part of the ensuing peace, and was, on the 31st of March 1703, very justly promoted to the command of the *Flamborough* frigate.

In this vessel he immediately afterwards accompanied Sir Cloudesley Shovel to the Mediterranean, and was, in the month of October detached, by the commander-in-chief, together with the *Pembroke*, *Exeter*, *Tartar* frigate, and one fireship, to Tunis and Tripoli, under orders to renew the treaties of peace with those governments, and to proceed from thence to Scanderoon to join commodore Jumper, with whom he returned to England in the month of December. In what manner he was employed during the following year does not appear; but in 1705 we find him captain of the *Triton* Prize, a frigate of thirty guns stationed in the Channel. He was not long after this appointed to the *Lizard*, another frigate employed in the same line of service; in which he appears to have had no opportunity of acquiring either wealth or fame. He died on board this vessel in King Road near Bristol, on the 30th of August 1707; and was buried in Pill church. He left behind him three sons, who all died about the year 1710.

**MORDAUNT**, Hon. Henry,—was the younger son of the well-known Charles, third earl of Peterborough, of whose family we shall give some account in our memoirs of that brave and distinguished character. This gentleman entered very early in life into the navy, and was appointed a lieutenant, not at so early an age that his high rank might have been supposed to have in any degree aided his promotion, but after a meritorious service and exemplary discharge of his duty in that station, for several years. He was chosen, about the year 1695, representative in parliament for Brackley; about which time we also believe he received his first commission as lieutenant.

He was not advanced to a command in the navy till the 9th of April 1703, being then appointed to the *Mary* galley.

galley. We do not, till 1706, find any farther mention made of him, even by those \* whom we may naturally suppose to have made the strictest enquiry relative to the particulars of his life. In the last-mentioned year he commanded the Resolution, of seventy guns, a ship which he defended soon afterwards with a courage well worthy of a vessel so named, and perfectly befitting a person of so gallant a temper and turn of mind. On the 19th of March 1706-7, O. S.† being on his passage from Barce-

\* Collins, and other heraldic authors.

† Campbell says April, but in this he is mistaken, as will appear from the following official account of this spirited but unfortunate action, which has been copied, almost verbatim, by most naval historians, although they have not given any reference as to the place from whence it is taken.

Gazette, No. 4324. "The earl of Peterborough sailed from Barcelona the 13th of March O. S. for Genoa, together with a gentleman, sent by the king of Spain, in the quality of his envoy to the duke of Savoy, on board the Resolution man of war, commanded by captain Mordaunt, his lordship's son; with whom sailed at the same time the Enterprize and Milford frigates.

"The 19th, being within fifteen leagues of Genoa, they fell in with six French men of war, whereof two were of eighty, two of seventy, one of sixty-eight, and the other of fifty-eight guns, who chased them; upon which his lordship, with the Spanish envoy, went on board the Enterprize, got away in the night, and sailed for Leghorn; the Milford likewise made her escape, and got to the same port. The enemy continuing to chase the Resolution, one of their ships came about ten at night within gun-shot of her, but did not begin to fire till the 20th about six in the morning; by which time the rest of the enemy's ships, they being all clean and newly come out of Toulon, were all come up with the Resolution; then began a very sharp fight, which captain Mordaunt maintained, with great bravery and resolution, till half an hour after three in the afternoon; at which time, finding no possibility of getting clear of the enemy, and his ship being very much shattered, it was thought most proper to run her ashore, which was done accordingly: the enemy still pursued her, and kept continually firing upon her: but finding by the captain's returning their fire that he would not quit his ship, they sent out their boats to burn her; but those were soon beat back.

"The 21st in the morning one of the enemy's ships, of eighty guns, came very near her, with a design to batter her; but she being full of water, and the powder wet, it was resolved to burn her rather than she should fall into the enemy's hands; and, accordingly, by eleven that morning, all that part of her which lay above the water was consumed. The captain and his ship's company got safe on shore with what was most valuable on her. He was wounded in his thigh during the engagement by a cannon ball, but not dangerously."

Iona to Genoa, having his father the earl of Peterborough on board as a passenger, together with a gentleman who had been just before appointed, by his Catholic majesty, envoy to the duke of Savoy, he unhappily fell in with a squadron of six French ships of the line, all clean and in the best condition for service, being newly come out of Toulon. The earl made his escape, as is stated in the account given by authority, and a most spirited encounter, though against a force so very unequal immediately took place, for the particulars of which we refer to the same very circumstantial relation. Captain Mordaunt, in consequence of his wound, which proved much more dangerous than was at first apprehended, found it necessary to retire from the service till his cure should be effected. He was prevented from ever returning to it by a premature death, which happened at Bath on the 24th of February 1710.

Boyer has taken more than ordinary pains in describing this unhappy event, and delineating the character of this truly noble person. "On the 24th of February (says he) the honourable captain Mordaunt, second son to Charles, earl of Peterborough and Monmouth, after he had languished for several days, died of the small pox, a distemper that became this year very fatal to several illustrious and worthy persons. This gentleman had the command of a company of foot in his uncle lieutenant-general Mordaunt's regiment; and having been also bred to the sea-service, he distinguished himself there upon several occasions, particularly in the year 1707, when, being captain of the Resolution man of war, and having on board the earl, his father, bound from Barcelona to Genoa, with whom sailed the Enterprize and Milford Haven (frigates) they fell in with six large French men of war, just come out of Toulon. The earl, who had no business to fight there, went on board the Enterprize, and got safe to Leghorn. The Milford Haven also escaped; but the Resolution maintained a fight, with the enemy's squadron, from six in the morning till three in the afternoon, with wonderful bravery; when the captain seeing, at last, there was no possibility of getting clear, ran his ship on shore and burnt her. He himself having been wounded in the thigh, the earl, his father, as soon as he was able to travel,

travel; procured him a pass to return home through France. This noble commander having suffered much in the length of his cure, designed to go to sea again, but was prevented by death, as aforesaid, and was as much lamented as any young gentleman of his time, being highly and justly esteemed for his valour, affability, temperance, and other virtues."

An anonymous heraldic author makes the following very honourable mention of him. "Henry, second son of Charles earl of Peterborough, was a gentleman of singular accomplishments, and of an affable and generous disposition, by which he had procured himself a general esteem, both as a member of the common's house, and a commander in her majesty's navy, where he had served with some distinction; and had undoubtedly appeared a future ornament to his country, had not death taken him in the bloom of life, some days before his brother, with this differing circumstance, of more regret, that he left no children behind him, being never married." We cannot but regret the sudden and remarkable death of those two gentlemen in so short a space of time, and by the like fatal distemper, both as an unspeakable grief to their noble relations, and a very unhappy loss to their country.

PARTINGTON, Henry,—entered into the navy soon after the revolution: and in the month of March 1693, was appointed third lieutenant of the Stirling Castle, a third rate of seventy guns, belonging to the main fleet. We have no other particulars relative to his service till the 20th of October 1703, when he was promoted to the command of the Anglesea. We know nothing farther of him till the latter end of the year 1706, when we find him to have been mulcted six month's pay by the sentence of a court-martial held on him, in the river Thames, for what is generally called irregular conduct, on the 12th of November. As we find no mention whatever made of him we presume him to have held no commission after this time. He is said to have died on half-pay, upon the 30th of January 1737.

PUDNER, Humphrey. — The first information we have of this gentleman is, that he was appointed second lieutenant of the Royal Oak, a third rate of seventy-six guns, about the year 1695. Whether he held any com-

mission previous to this is not known; nor have we any farther information concerning him till 1703, when we find him, on the 10th of July, promoted to the command of the *Experiment*. The first years of his service, after his promotion to the rank of captain, passed on in the same unnoticed routine which obscures the private history of a multitude of worthy and brave individuals. We hear nothing of him till the year 1708, when we find him captain of the *Severn*, of fifty guns, one of the squadron on the Jamaica station under the command of commodore Wager\*. He there eminently signalised himself as a very able and diligent officer, during a very long and tedious station off Porto Bello, to watch the galleons†; and to his very great attention to this duty, as well as his unremitted exertions in procuring the necessary information, the commodore, as he himself was candid and honourable enough to admit, was principally indebted for his success.

In the month of July we find him one of the members of the court-martial held on board the *Expedition*, at Port Royal, for the trials of the captains Bridges and Windsor. Nothing material is mentioned as having occurred during the time he continued in the West Indies, from whence he returned some time in the year 1709. His ship being refitted, we find him, in the month of September 1710, still in the same command, and employed, under the orders of captain Aldred, in the *Rochester*, in the attacks of the French settlements on the coast of Newfoundland‡. After this success he was immediately ordered for the Mediterranean, as a convoy for the ships belonging to the fishery destined for that part of the world. On his arrival there, he put himself, as instructed, under the command of sir John Norris, the admiral-in-chief on that station, and soon met with a fresh and more

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\* "Commodore Wager sent captain Humphrey Pudner, in the *Severn*, to watch the enemy's motions in Porto Bello; from whom he received advice, on the 23d of May, that on the 19th the galleons were sailed."—Campbell, vol. iii. p. 206.

† In March the commodore received advice, at two several times, from captain Pudner, who was stationed near Porto Bello, that the galleons with the king's money could not sail before the first of May.

‡ Of which a particular account has been already given in the life of captain Aldred, see page 154.

brilliant opportunity of distinguishing himself than had hitherto perhaps offered itself to him.

Captain Pudner being, on the 22d of March 1710-11, in the bay of Vado, with the *Lion* and *Lyme*, cruising off and on at some distance from the fleet, which lay at anchor within them, they got sight of four large ships belonging to the enemy, of which they apprised the admiral by signal, who ordered them to chase, and sent the *Nassau* and *Exeter* to support them. Before, however, the latter ships could get up, a desperate action commenced, which continued two hours, during which the *Severn* was completely disabled, and obliged to put back, having had three and twenty of her people killed and wounded, the greater part of them dangerously\*. No mention is ever made of captain Pudner after this time; and as we do not even find his name inserted as commander of any of the ships put in commission during this or any of the succeeding reigns, it is most probable he quitted the service soon after. He died at Canterbury, where he had lived in retirement many years, on the 30th of November 1753, having attained a very advanced age.

RAYMOND, Baymont, or Beaumont,—was another gentleman who had entered into the navy previous to the revolution; and after serving no inconsiderable time in a subordinate station, was, about the latter end of the year 1692, appointed third lieutenant of the *Captain*, a third rate, of seventy guns; from which ship we find him removed, in the year 1693, to the same station on board the *St. Andrew*, a second rate. We do not find any other mention made of him till the 21st of January 1703, when he was appointed captain of the *Mortar Bomb*. This vessel was one of those unhappily lost in that tremendous hurricane, called, to distinguish it particularly from all others, the Great Storm, which happened in the month of November following. Lediard, Campbell, and all other naval historians, have erroneously stated the captain, as well as the whole crew, to have perished. Thus have they progressively, relying on the authenticity of each

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\* The *Exeter*, commanded by captain Raymond, coming up, soon engaged one of the French ships, but was so much disabled as to be obliged to quit her, as will be seen hereafter,

other's information, continued to propagate a mistake which, as general historians, they were not very likely to discover. That it is a mistake, we shall presently shew, captain Raymond's life having been preserved, by some means or other unknown to us, for we shall presently shew he survived the dreadful misfortune which befel his ship, on that occasion, many years.

We do not, however, find any particular mention made of him after this time till the year 1710, when he commanded the *Exeter*, of sixty guns, one of the Mediterranean fleet under the command of sir John Norris. Being ordered by that admiral to slip and pursue some French ships of war, discovered in the offing by captain Pudner, in the *Severn*, and other cruising ships, as already related in our account of that gentleman, he obeyed that order with the utmost alacrity, and appears to have engaged, with much spirit, for upwards of two hours, one of the French ships, which afterwards proved to be the *Pembroke*, formerly taken from the English. The *Exeter* had by this time sustained so much injury in the encounter, that captain Raymond is said to have quitted this antagonist; but the account published in the *Gazette*, asserts only that the *Pembroke* made a running fight, and at last got into the port of *Spezza*. He was sentenced, by a court-martial held on him, in *Barcelona road*, on the 10th of July 1710, to forfeit three month's pay, for what was called, in the minutes, an error in judgment; whether in consequence of his conduct on this occasion, or any other part of his subsequent behaviour, is not stated. We believe him to have quitted the king's service soon after the accession of *George the First*\*, and to have entered into that of the *South Sea Company*, one of whose ships, called the *Prince*, he died captain of, at *Vera Cruz*, in the month of May 1718.

**RICH**, sir Charles.—We find no mention made of this gentleman in the naval service† till his appointment,  
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\* His last command in the royal navy appears to have been during the expedition sent to the Baltic in 1715, under the admirals Norris and Hardy; he was then captain of the *Rippon*, of sixty guns, and stationed in the line, as one of the seconds to sir Thomas Hardy.

† This gentleman was the son of sir Robert Rich, baronet, of *Rose Hall*, *Beccles*, in the county of *Suffolk*; who was one of the commissioners

on the 12th of January 1703, to be captain of the *Feverham* frigate. This vessel was, we believe, principally employed as a cruiser, or in services so little remarkable as to pass unnoticed, for we find no other mention made of him, except his death. He died in England, on the 17th of October 1706, being at that time, as it is said, captain of the ship to which he was first appointed, or according to a private MS. memorandum, which we believe authentic, of the *Falcon*.

**RIDDLE, Walter.**—Our first certain acquaintance with this gentleman's history commences with his appointment to be captain of the *Mermaid*, on the 21st of

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tioners of the admiralty, and served in several parliaments during the reign of king William, for Dunwich. The family of Rich is of great antiquity; they are said to have been originally of Hampshire, where John Le Rich, of Rich's Place, flourished about the time of Edward the Second. Robert Le Rich was his son and heir, living in the reign of Edward the Third, and who left issue, John Le Rich, of Rich's Place, who was alive the 13th of Henry the Fourth; he had two sons, Richard and William. Richard Rich, of London, esquire, son of the gentleman last mentioned, was buried in St. Lawrence's church, London, the second year of Henry the Fifth.

The first of this family we find mentioned by sir William Dugdale, was Richard Rich, son of the above named Richard Rich. He executed the office of sheriff of London in the year 1441, being the 20th of Henry the Sixth, and founded an alms-house at Hodelsdon, in the county of Hertford; which Richard dying in the year 1469, left issue John, and he a son named Thomas. This Thomas was the father of Richard, who by degrees, enjoying sundry eminent employments, arrived at length to great wealth and honour. On the 24th of Henry the Eighth, he obtained the office of attorney-general of Wales; and in the next year was constituted the king's solicitor-general. Upon the dissolution of monasteries, he was made chancellor of the Court of Augmentation, by which he acquired divers lands and manors. On the death of Henry the Eighth, he was appointed one of the assistants to his executors in matters of great consequence; and in the first of Edward the Sixth, being advanced to the dignity of a baron of England, by the title of Lord Rich, was soon after constituted lord high chancellor.

His grandson Robert was, in the 16th of James the First, created earl of Warwick. His uncle, Edwin Rich, third son of Robert, second lord Rich, was knighted during the Cadiz voyage. His fourth son, Charles Rich, of Mulbarton, in Norfolk, was created a baronet, in the 27th of Charles the Second, with remainder to Robert Rich, of Slowdon, in Essex, esq. second son of colonel Nathaniel Rich, of the same place; which Robert we have already noticed as the father of sir Charles, of whom we are about to speak.

December

December 1703. We have, indeed, a small memorandum, which asserts he was, in the year 1795, promoted to be second lieutenant of the Chichester, of seventy guns; but although it is highly probable he served in the above-mentioned rank, even before that time, the evidence before us is not sufficient to warrant our positively asserting it.

The first part of his service, as a naval commander, was as barren of incident as possible: the vessels to which he was, from time to time, appointed, were of inconsiderable force, and their employments, as well as peculiar stations, equally insignificant. We do not find any mention made of him till the year 1706, when he commanded the *Isabella* yacht, ordered with sir Cloudesley Shovel, and the fleet under his command, to the Mediterranean; it being, at that time of day, always customary to send a vessel or two of that description with all great naval armaments, to which, independant of the purposes of state and pageantry, which probably first gave rise to their equipment on such occasions, they usually served as scouts and advice boats, being in general prime sailers.

He returned with his gallant admiral in the month of October 1707, but happily without being involved in that great and national misfortune which befel him and so many of his brave companions. His diligence and indefatigable attention to his duty and the service, while employed in a station so humble and distressing to a man of an enterprising turn of mind, procured him to be promoted, soon after his return, to the *Falmouth*, of fifty guns. About the latter end of the year 1708, he was ordered for New England; and, when on his voyage homeward, in the month of May 1709, with a number of ships under his convoy, signalised himself in so distinguished a manner, on being attacked by a French ship of war of much superior force, that we scarcely know whether most to applaud his intrepidity and good conduct itself, or to rejoice at the unalloyed success which attended it\*.

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\* The particulars of this very spirited encounter were published by government, and were to the following purport:

“ Admiralty

He continued captain of the *Falmouth* for a considerable time after this, as in the year 1710 we find him in the same ship, accompanying captain George Martin, who then commanded the *Dragon*, on his successful expedition against the French settlement of Port Royal, in Acadia, now called Nova Scotia. In the year 1712, he still commanded the same ship, and was then stationed off the coast of Guinea, where, in company with captain Mabbot, of the *Mary Galley*, he had a very spirited engagement with two French ships of war; the enemy were, however, so fortunate as to effect their escape. This is the last mention we ever find made of captain Riddle, no official list or private account giving us the smallest information even of the time of his death.

ROGERS, George,—is in the same predicament with the gentleman last mentioned, on the score of innotoriety, during the early part of his service; and which, in the present instance, continued nearly through his whole life. The first information we have of him is, his appointment, on the 8th of July 1703, to be captain of the *Jer-*

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"Admiralty Office, May 24, 1709.—Her majesty's ship the *Falmouth*, of fifty guns, commanded by captain Walter Ryddell, in her passage from New England, with some ships laden with masts, and others, under her convoy, was, on the 18th of this month, attacked by a French ship of war of sixty guns, about twenty-four leagues from Scilly; and captain Ryddell perceiving that the enemy did intend to board him, he filled his head-sails, and laid her on board under her bowsprit directly athwart her hawse, and raked her fore and aft with his cannon. The enemy continued in this posture about an hour and a half, during which time he entered many men, but they were repulsed; however, the number of men on board her being much greater than those in the *Falmouth*, it occasioned various turns; but at length he thought fit to retire, having first cut all the lanyards of the *Falmouth's* fore and mizen shrouds, believing it might prevent her following to rescue the convoy, which the enemy stood after. Notwithstanding which, captain Riddell did with such diligence follow him, as enabled him to preserve them, and to bring them into Plymouth. In this action the *Falmouth* had thirteen men killed and fifty-six wounded; the captain himself received a wound in his right leg, and several other hurts; and the second lieutenant, and Mr. Lawrence, one of the volunteers, were shot through the body. The *Falmouth* had on board her 20,000*l.* of New England money at the time of the engagement."

Captain Riddle's conduct on the foregoing occasion appears to have been rarely equalled, and never excelled.

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sey. The stations on which he was employed, and the quality of the vessels which for a number of years he commanded, were such as prevented him from having the smallest opportunity of distinguishing himself. His rise in the line of service, to whatever cause it might be owing, was wonderfully slow; for in the year 1710 he had no higher command than that of the *Seaford*, a small frigate, stationed as a cruiser in the Irish Sea. The remainder of his appointments are as little distinguishable; and though we believe him to have been often commissioned during the almost annual naval equipments in the reign of George the First, yet as none of them appear to have been ships of the line, no mention whatever is made of him till the year 1727, when he was appointed to command the *Nassau* of seventy guns, as successor to captain Morris, or Maurice, who had just before been promoted to the rank of a flag-officer. He accompanied sir John Norris to the Baltic, during the ensuing summer; and on his return to England, quitted the *Nassau*, and, in all probability, retired from the service, as we have no proof of his having received any commission afterwards. He died on the 24th of October 1729.

SAINT LOE, Edward\*,—is nowhere mentioned till he was appointed, on the 9th of September 1703, captain of the *Pendennis*. This gentleman, among those who have had the misfortune to be least distinguished, has laboured under the same disadvantage, and even in a superior degree, during the first years of his service. No man, however, appears to have more deserved the good opinion of his countrymen, the esteem of those with whom he served, and the applause of his superiors in command, than himself. Care, diligence, attention, and activity, were all eminently distinguishable in his conduct; and nothing appears wanting to the character of a great man, but the opportunity of acquiring that celebrity unfortunately so necessary to the perfect completion of it.

The first notice we find taken of him is in the year 1720, at which time he was captain of the *Prince Frederick*, under rear-admiral Hosier, who was just before ap-

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\* He was most probably the son of captain George St. Loe, for an account of whom see vol. ii. p. 95.

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pointed third in command of the fleet sent under sir John Norris to the Baltic. He served on the same station during the expedition in 1721, and under the same admiral. In the month of April 1723, he was appointed to the Northumberland, in which ship he continued during the two following years, but without being employed on any memorable service. In 1726 he was commissioned to the Superbe, and ordered for the West Indies, with rear-admiral Hosier, who had the chief command there. Mr. St. Loe, at the time of this appointment, appears to have been promoted to the rank of commodore, with a captain under him. The operations of, as well as the distresses experienced by this armament, have been already related at length, in the life of the brave and ever to be lamented admiral\*, who fell an inglorious sacrifice to the chagrin occasioned by them.

In the year 1727, Mr. Hosier having thought proper to divide his squadron, for the purpose of blocking up the harbours, both of Porto Bello and Carthagera at the same time; the ships destined for the former service consisting of four fourths, a fifth, and a sixth rate, were of course put under the orders of Mr. St. Loe, who sailed from Jamaica on this service soon after Christmas. Misfortune and disappointment were, however, the constant attendants and never relenting foes, which baffled the indefatigable efforts of these two brave men. After an unsuccessful cruise of several month's continuance, he returned to Jamaica about the middle of June; but as soon as his ships had taken on board a supply of water and provisions, he again put to sea, and stood over to Carthagera. On the death of Mr. Hosier, which happened on the 23d of August following, he assumed the chief command of this shattered and distressed armament.

He continued at sea, cruising and effectually blocking up the galleons, according to the last instructions which he had received from the deceased admiral, till the 6th of September, when the Spanish vessels being all unrigged, and he having received certain information, that they were so miserably deficient in stores and provisions as to be incapable of returning to Europe till the ensuing sea-

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\* Hosier.

son, he returned to Port Royal, where he arrived on the 17th of September and rejoined the remainder of his squadron, several of his ships having been obliged to put into port before him, through want of provisions and other necessaries. Captain St. Loe immediately dispatched the Happy, a snow sloop of war, for England, with the melancholy intelligence of his admiral's death, and desiring farther instructions as to what manner he was afterwards to act in.

In the interim he took care to refit his ships in the best manner circumstances would permit; and having recruited his stock of provisions and water, put to sea early in the month of October. Finding, however, that the extreme caution of the enemy prevented him from having any other opportunity of distressing them than by blocking up their harbours, and the advanced season of the year rendering that employment no longer necessary, far as related to the galleons, which were his principal, and, indeed, only object, he returned, after a short cruise, to put his ships once more in the best condition in his power for service, against the ensuing naval campaign, and the arrival of vice-admiral Hopson, who was soon expected from Europe. That gentleman getting into Port Royal on the 29th of January, found the squadron there, through the care and indefatigable attention of Mr. St. Loe, in a much better state than could possibly have been expected, so that he was enabled to sail from thence with his whole force, on the 4th of February following, to cruise off the Spanish coast with the same intent as in the former year.

The admiral dying at sea, as has been already related, after an illness of five days, on the 8th of May following, the command of this unfortunate and unsuccessful squadron devolved, a second time, on Mr. St. Loe, who again experienced the same want of opportunity to distinguish himself, which had attended him during the former period. He himself, about eleven months afterwards, fell a victim to the same unhealthy climate which had before proved fatal to the two admirals under whom he served. He died on the 22d of April 1729, having been, on the 4th of March preceding, promoted, at home, to the rank of rear-admiral of the blue. He did not, however, live long enough

enough to receive the intelligence of this just and well-merited advancement.

**SANDYS, Jordan.** — We have no account of this gentleman till we find him, on the 12th of March 1703, appointed captain of the *Hæctor*. He is exactly in the same undistinguished situation with many of his brave cotemporaries, for we meet with no other mention made of him till the year 1715, when he commanded the *Burlington*, of fifty guns, one of the fleet sent, under sir John Norris, to the Baltic. He continued captain of the same ship two or three years, employed annually on the same station, under the different commanders-in-chief who were honoured with so uninteresting an employment. As we find no mention made of him after he quitted this ship, we naturally conclude it is highly probable he retired from the service: but no notice is taken of this circumstance, or of any pension being granted, as is generally done in cases of this sort. He died some time during the year 1734.

**STUKELY, Charles,** — is also unknown, till he was, on the 1st of July 1703, made commander of the *Lowestoffe* frigate; and we have no account of his being appointed to any other ship. He died in England on the 3d of April 1720.

**TAYLOR, Joseph.** — Although this gentleman is equally undistinguished till he was, on the 15th of February 1703, appointed captain of the *Charles* galley, a frigate of thirty-two guns, fortune did, however, soon make him amends for this poverty of adventure, as few men became afterwards more distinguished in the petite guerre. The vessel to which he was appointed, as above-mentioned, was employed, during the year 1703, as a cruiser; in which service he met with much success, having captured several prizes, among which was a French sloop of war. In the year 1704 he accompanied sir G. Rooke on his expedition to Lisbon and the Mediterranean, where his diligence and activity were highly serviceable \*  
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\* Boyer makes the following honourable mention of him:

“While sir George Rooke, was gathering this account from the several prisoners, the commander of the *Charles* galley, captain Taylor, the same who had been dispatched from Lisbon, came on board the admiral, and gave him information, that in his voyage he  
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and deservedly applauded by the commander-in-chief. Soon after his return to England he was promoted to the *Triton*, of fifty guns, in which ship he was, during the following year, employed to cruise in the Channel. His success in this service was almost unprecedented, not so much on account of its magnitude as its frequent repetition, he having captured one frigate of thirty guns, taken afterwards into the service, and called the *Triton's Prize*; and three of twenty-four guns each, called the *Fox*, the *Cruiser*, and the *Enterprize* \*. No mention, however, is made of him after these happy smiles of fortune, the just reward of activity and good conduct; and we are even ignorant of the time of his death.

WINDSOR, Edward,—was, on the 12th of February 1703, appointed captain of the *Milford*. He continued to be employed as captain of divers ships of war, which were not engaged in any distinguished service till 1708, in which year he was captain of the *Portland*, of fifty guns, one of commodore Wager's Squadron in the West Indies. His improper conduct in the action with the Spanish galleons, off Barú, induced the commander-in-chief to put him under an arrest immediately on his return to Jamaica. Being tried by a court-martial held on board the Expedition, in Port Royal harbour, on the 23d of July, he was found guilty of the charge preferred against him; but, in consideration of some favourable circumstances in his case, was only sentenced to be dismissed from

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came in with the whole French fleet, which chased him to the southward of Cape Spartel; but they soon losing sight of him, he made the best of his way for the Streight's mouth; and the next morning, as far as he could see from his top-mast-head, he could discern but two or three sail of the fleet, which he made the day before to be at least forty, and many of them very great ships."

\* We have the following farther account of his success, in a letter, dated Plymouth, April the 17th, 1705.

"Her majesty's ship the *Triton*, captain Taylor commander, has brought in here two privateers of St. Malo, which he took two days ago about fifteen leagues to the southward of the Lizard; one is called the *Sanfparrille*, of twenty guns and one hundred and thirty-five men; the other the *Beringhen*, of twenty-four guns and one hundred and sixty men; they are both new-ships, and esteemed as good sailers as any that belonged to St. Malo."

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the command of the Portland\*. He never was again restored to the service, and is said, by some, to have died of mere chagrin in a few weeks afterwards.

## 1704.

CONEY, William.—This brave, and, as it will appear by the sequel, unfortunate man, is no where mentioned till his appointment, on the 1st of April 1704, to be captain of the Sorlings frigate. After having continued for some time in this vessel without meeting with any opportunity of distinguishing himself, he was promoted to the Romney, of fifty guns; in which ship we find him on the Mediterranean station in the year 1706. In the month of December he was detached from the fleet, under sir Cloudesley Shovel, to cruise in company with the Milford and Fowey Frigates; and having put into Gibraltar he there received intelligence, on the 15th, O. S. that a French privateer, mounting sixteen guns, with nearly thirty pieces of brass cannon on board, which had

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\* The following was the tenor of the sentence.

“ Captain Edward Windfor, commander of her majesty’s ship the Portland, being tried for not doing his duty, in a late action with the Spanish galleons on the coast of Carthage, in New Spain, on the 28th, 29th, and 30th of May last; it did appear, by evidence on oath, that the said captain Edward Windfor was slack in his duty, by not bearing so near the enemy as to keep sight of some of them, when they were engaged on the 28th at night; that upon chasing the enemy next day, by signal from the commodore, he left off chase and bore down to the Kingston in the evening, when he ought not to have done so; and that on the 30th, when the Kingston and Portland chased the vice-admiral of the galleons, near the Salmadinas, he shortened sail before he came up with the said ship, so far as he might have done; but it appears that he was led into these mistakes through want of judgment, and having too great a regard to captain Bridges, of the Kingston, as a senior officer. This court having duly considered the whole matter, do find him guilty of the breach of some part of the 12th, and part of the 14th articles of war; and for the said offence do dismiss him, the said captain Edward Windfor, from being captain of her majesty’s ship Portland.”

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been fished up from the wreck of the *Magnanime*, a French ship of war driven on shore about a twelvemonth before, was then laying at anchor under the cannon of Malaga. Nothing intimidated by the probable danger of attacking a vessel so protected, he immediately proceeded for that post; and having, the better to deceive the enemy till the last moment, hoisted French colours, stood close into the town and came to an anchor within pistol-shot of his hoped-for prize. The enemy little expecting such a visitor, and lulled moreover into complete security by captain Coney's artifice and subsequent conduct, were little prepared to repel him; so that, after receiving two or three broadsides, the crew abandoned their vessel and made for the shore. The batteries of the town were, however, not so remiss: but, although a fire from upwards of fifty pieces of cannon was immediately opened on the *Rumney* and her prize, captain Coney was happy and dexterous enough to get them both out, without having sustained any damage in this very dangerous and unequal encounter\*.

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\* Campbell has committed a manifest error in his account of this spirited business, having converted the prize into a ship of sixty guns. He quotes Lediard and Burchet, both of whom, he says, have derived their information from the *Gazette*, No. 4298. They all three agree, or rather follow one another in asserting, that captain Coney had parted company with the two frigates, one of them, as they say, being disabled, the other separated by accident. We do not wish to combat the truth of this circumstance, which is most probably strictly right. But Campbell is evidently wrong, in supposing the gentlemen above-mentioned collected their account from that officially given, for no such information appears on the face of it. As being more satisfactory than any other, we have thought it best to transcribe it.

“Gibraltar, Dec. 29, N.S. This day a French prize was brought in here by her majesty's ship the *Rumney*, captain Coney; the *Foy*, captain Laiflock; and the *Milford*, captain Stanhope, commanders; they having intelligence of a French ship, sailed to the eastward the 26th instant. The next morning they made the bay of Tetuan, and thence made the best of their way to Malaga, off which port they appeared about eight o'clock in the morning on the 28th, under French colours. The ship they had intelligence of being close hawled up to the mole, and under command of the cannon of the town, captain Coney resolved to go in with his own ship and fetch her off; accordingly he entered into the bay under a French jack and pendant, and afterwards proceeded up to the said ship and dropped anchor within pistol-

Following the authorities of Campbell, Burchet, and Lediard, we shall add the following account of this gentleman's subsequent conduct. "On the 26th of the same month (December, says Campbell) he chased and came up with another French ship, called the *Content*, that carried sixty-four guns; the captain of her, instead of attempting to fight the English ships, got, as soon as he could, under the cannon of a little castle, about eight leagues west of Almeria, where he crept as close as possible to the shore. Captain Coney anchored before him, and ordered the *Milford* and *Fowey* to do the same; the one a-head, the other a-stern. They plied their guns for about three hours very briskly, and then the French ship took fire, blew up, and was entirely destroyed, with most of her men. This ship had been detached by Mr. Villars to bring the before-mentioned ship from Malaga. Sometime after captain Coney took another French ship, called the *Mercury*, of forty-two guns, which the French king had lent the merchants, and which, at their expence, was fitted out as a privateer."

Campbell adds, in a note, that Mr. secretary Burchet asserts, this happened on the 8th of July (which, probably, is a typographical error): but Mr. Lediard conjectures very rightly, that instead of July it should have been January; and so it appears by the account we have of this transaction in the *Gazette*, No. 4304, where the article is dated from Lisbon, Feb. 9, N. S. He adds, this is one proof out of many of the wretched incorrectness of this Naval History, as to *dates*; in which one would have expected, from its author's station, remarkable regularity and exactness.

Now it so happens that Campbell himself, though right in the correction of the dates on which he arrogates to

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pistol-shot of her: while he prepared to fire into her, there came off the shank's boat to compliment him as a French captain; and he seized upon the crew, which was commanded by the *Teniente de guards major*, and then fired a broadside into the Frenchman, and after that two more, which obliged most of the Frenchmen to quit the ship; so he sent his boats on board her. All the cannon of the town kept playing on him, which were about fifty: however he brought off the ship in spite of all their fire, and without the loss of one man. She proved to be a prize of considerable value."

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Burchet, and of this genre of the same kind and came to know, that car- of at- as soon as he about eight as prof- as before him, the same; the French ship for most of destroyed. with most of by Mr. Villars to Some- called had was fitted

that Mr. Secretary Burchet, a probably, a very January; July it should have been January; where the article is dated 1788, this is one most not the correctness of this David, in which one would have expected, regularity and

Campani himself, though right the dates on which he arranges to

there came of French count; and he termed by the Comte de Guville the Frenchman, and after the to quit the town have the count of the town have however he brought out the of one man. the himself

himself so much credit, is, in common with other naval historians, by no means justified in attributing the success already mentioned to captain Coney, from the authority of the Gazette, on which he appears solely to rest. The words of the official account we shall simply state. After giving a relation of Captain Coney's exploit in the harbour of Malaga, it proceeds thus—"two *other* of our frigates chased a French man of war, called the Content, which, without making any defence, ran a-shore at Cape de Gatt, where the commander and his crew quitted and burnt her. She carried sixty guns, and was reckoned the best sailer they had. Our men of war have taken a French frigate of forty-two guns, called the Mercury, and brought her into Gibraltar; the French captain and eight of his men were killed in the engagement."

Nothing therefore appears in the above that warrants our placing the captures last-mentioned to the account of captain Coney: on the contrary, there seems to be much presumptive evidence that he bore no share in them. It is, we must confess, very extraordinary, that all historians should have agreed in any circumstance of this nature, that we should in after days have occasion, or even the power to doubt of; and we can in no way reconcile the apparent variation between their reiterated accounts and the official report delivered to us, but by supposing the latter to have, by some unknown accident, been incorrect, and that subsequent authors have been too delicate, or negligent to tell us so. Whatever may be the real state of these particular transactions, the conduct of captain Coney, in instances placed by the most uncontrovertible testimony beyond the possibility of doubt or cavil, prove him to have been a man happily endued with the most spirited gallantry; joined to the highest professional judgement, address, and general ability.

Returning to England in the month of October 1707, with sir Cloudesley Shovel, he was unhappily involved in the same calamitous fate with him. Driven on a reef of rocks, called the Bishop and Clerks, off the Scilly islands, on the 22d of October 1707, the Romney was totally lost, not a single person being saved out of her whole crew.

DOLMAN, or DOLEMAN, George, — is supposed to have entered into the navy at or immediately after the

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revolution, for in the year 1693 we find him third lieutenant of the *Edgar*, of seventy guns; and that he had served in that station for a considerable space of time before the date of our information. We do not hear any thing farther concerning him till he was, on the 19th of January 1704, promoted to be captain of the *Lyme*. Not long after his appointment he was sent to the Mediterranean, where he was unhappily killed in an engagement with a French ship of war on the 23d of May 1705.

FANE, George.—Our information relative to this gentleman commences with his appointment, on July 14, 1704, to be captain of the *Lizard*. Nothing farther has come to our knowledge concerning him, except that he died in New England on the 9th of April 1709, being at that time commander of the *Lowestoffe*.

HARLAND, Robert.—Of this gentleman we know nothing till his appointment, on the 24th of March 1704, to be captain of the *Severn*; and are again equally ignorant concerning him till the year 1710, when we find him commanding a ship of two decks, called the *Salisbury's Prize*, one of the squadron employed, during that and the ensuing year, in the West Indies, under commodore Littleton. On the 27th of July 1711, he distinguished himself in a very conspicuous manner, by engaging singly the vice-admiral of the Spanish galleons, who was in a ship mounting sixty brass guns, for a considerable time before the rest of the squadron could get up; and to his spirited exertions on the above occasion the capture of that vessel was primarily owing. In 1714 he commanded the *Chatham*, of fifty guns, one of the fleet sent, under sir John Norris, for the Baltic. We believe him to have retired from the service after he quitted this ship, for we do not again find him mentioned as holding any commission. He died in England in the month of March 1750-1, leaving a son, of whom hereafter, and a daughter, married, first, to — Ellis, of Bury, in the county of Suffolk, Esq; and, 2dly, to sir William Gage, bart. of Hengrave, in the above county.

HOWARD, Charles.—The name of this gentleman is no where given in the lists of naval commanders; nevertheless, as we are persuaded that it is an omission, we shall venture to give him a place here. He was the se-

cond son of Philip Howard, seventh son of Thomas, first earl of Berkshire. He was born May 13, 1681, and named after his godfather, king Charles II. Having entered into the navy he rose to the rank of captain, and had the command of the Swan frigate of war, in which he was lost about the year 1705. He married Elizabeth, second daughter of Edward Batten, of Portsmouth, in the county of Southampton, gent. and by her (who died of the small-pox, June 1711, and was buried in St. James's church, Westminster) had one son, and a daughter Mary, born at Winchester in 1700, maid of honour to queen Caroline, when princess of Wales. She was, first, married to Henry Scott, earl of Deloraine, and, after his decease, to William Windham, of Earsham, in Norfolk, esq; preceptor to William, duke of Cumberland.

**HERRIT, or HERRIOT, William.** — Nothing is known of this gentleman except that he was, on the 14th of November, appointed commander of the Greyhound. He is said to have died sometime in the year 1735, his name never again occurring in the service.

**HUTCHINS, Stephen.** — This gentleman is also unknown in the service till his appointment, on the 25th of April 1704, to be captain of the Scarborough. He continued in the same ship, without appearing to have had any opportunity of distinguishing himself, many years; for in the month of July 1708, we find him still in the Scarborough, and under the command of commodore Wager, in the West Indies, where he was one of the members of the court-martial, held on board the Expedition in Port Royal harbour, for the trials of the captains, Bridges and Windsor. The latter was captain of the Portland; and on his dismissal from the command of that ship, as already stated in our account of him, captain Hutchins was promoted to succeed him. In the month of January 1709, he was ordered by the commander-in-chief, to convoy some merchant-ships, bound to England, through the windward-passage. When on his return to Jamaica, after having executed this service, he had the good fortune to make prize of a French ship, near Cape St. Nicholas, worth upwards of six thousand pounds.

Early in the month of April he was again ordered out, but on a different service, being instructed to cruise off the coast

coast of Hispaniola for the protection of the trading floops. Having arrived off the *Bastimentos*, near Porto Bello, he received advice on the 15th, that four large ships were laying at anchor there. Early on the morrow he stood close in to reconnoitre them; and, as he approached, the enemy warped their ships into a line and hoisted French colours; two of them appearing to be of fifty, and the other two of thirty guns each. Not deeming himself justified in hazarding an attack against a force evidently so much superior, and not willing on the other hand to relinquish his prize or forego a glorious opportunity of distinguishing himself, and rendering essential service to his country, he dispatched a canoe to procure him farther intelligence, while he stood away to some distance, in hopes that this feint might induce the enemy to come out and afford him some opportunity of attacking them to advantage.

His boat returned to him on the 22d, with intelligence that the two largest ships were the *Coventry*, a fourth rate, formerly taken from the English, and the *Mignon* of nearly the same force, both lately arrived from Guinea, and intending to put to sea very soon, as the other two vessels had done the day after captain Hutchins appeared off the port, one of them being a French merchant-ship of thirty-six guns, the other a large Dutch ship, which the vessels first mentioned had captured off the *Bastimentos*. On receiving this information captain Hutchins returned to his former station, and on the 27th anchored off the *Bastimentos*. On the 1st of May his boat, which he had again dispatched on the look out, returned with advice that the *Coventry* and her consort had sailed the night before. He immediately weighed anchor and stood to the northward: On the 3d, about eight in the morning, the enemy were discovered from the mast head, and by noon were visible from the deck. The French ships being to windward, and confiding in their apparent superiority, bore down with much appearance of resolution, and as they passed, fired some guns, but at too great a distance to do any execution. The enemy immediately wore round as if they were resolved to engage immediately: they, however, kept their wind, preserving a distance from the *Portland* too great to decide the contest at. Captain Hutchins, determined they should not escape if

it were possible to prevent it, tacked at six o'clock, and kept fight of them all the night, using every possible endeavour to get more to windward and to near them.

Between seven and eight, on the morning of the 4th, he had got up within half pistol-shot of the *Mignon*, and immediately began to engage her to leeward, his ports being so near the water that he would otherwise have been incapable of using his lower deck guns. The French ships, indeed, being higher built and in lighter trim, were enabled to fight theirs although they had the weather-gage. After he had been sometime engaged with the *Mignon*, the *Coventry* got on his lee-bow and fired very briskly, her guns being pointed high with an intention to dismast the *Portland*, but happily without producing that effect. Captain Hutchins finding the fire of the *Mignon* slacken, and that he had evidently the advantage of her, was resolved not to be diverted from the object of his first attack till he had so far disabled her as to prevent her doing him farther mischief. Pursuing this plan, he redoubled, if possible, his fire on the *Mignon*; but a shot from the *Coventry* having carried away his main-top-sail-yard, the enemy were enabled to get a-head of him: he nevertheless pursued them with all the speed his crippled condition would permit him, exerting himself to the utmost in splicing his rigging, bending new sails, and putting his ship in the best condition he could for service.

About three the next morning captain Hutchins discovered boats perpetually passing and repassing between the *Mignon* and *Coventry*. They continued, at intervals, thus employed during the whole of the next day, and caused him naturally to conclude the former ship had received so much damage in the preceding encounter, as, alarming the enemy for her safety, had induced them to shift the most valuable part of her cargo on board the *Coventry*, as the least disabled ship. A continued calm, added to the damage he had sustained in his masts, prevented him however, during the whole day, from getting near enough to re-engage the enemy, or even disturb their operations. Having secured his masts, and repaired his rigging, as well as circumstances would permit, by ten o'clock at night, he made every possible effort to close with the enemy a second time; but continuing to be still  
baffled

baffled by light winds, was not able to effect this before seven o'clock on the morning of the 6th, when, having neared the Coventry so much, that the enemy found it was impossible for them to avoid an action any longer, that ship hauled up her main-sail and brought-to for him, the Mignon laying at some distance and firing as she found an opportunity, but happily without doing him any material damage. It was the intention of captain Hutchins to have boarded the Coventry; but perceiving her on a nearer approach to be too well manned to justify such a kind of attack, he desisted and continued his cannonade with the greatest spirit and briskness till near twelve o'clock at noon, at which time the main-mast of the Coventry being shot by the board, her fire gradually decreased. The enemy continued to make the best resistance they were capable of, till near one, when, incapable of farther contest, they were content to surrender\*. The Portland was too much disabled, as well as occupied in securing the Coventry, to pay any attention to the Mignon, which contrived to escape during the confusion, though in a very shattered condition.

Captain Hutchins unhappily did not long survive the honour he had gained in this very long and unequal encounter, dying on the 24th of August, at Jamaica, on board the ship he had so ably and gallantly commanded.

KEMPTHORNE, Thomas. — We suppose this gentleman, from reasons stronger than that occasioned by a similitude of names to have been a collateral descendant of the renowned sir John Kempthorne, who was vice-ad-

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\* Her first captain was killed, the second wounded, and about seventy men killed in both the enemy's ships, the Mignon's men being put into the Coventry, and no more left in her than to carry her into the first safe port. The first captain of the Mignon was taken in the Coventry, into which ship he had removed having received many wounds on board his own. The latter was so much disabled that they judged she could not proceed to France, having not twenty men on board her, besides negroes; on which account they removed the treasure into the Coventry. In this action captain Hutchins had no more than nine men killed and twelve wounded, having not above two hundred and twenty on board, servants included, besides twelve negroes, when he began the attack. The money he found amounted to about twenty thousand pieces of eight, a great part of which was found about the French seamen.

miral of the blue squadron, and afterwards commissioner of the navy at Portsmouth, in the reign of king Charles the II<sup>d</sup>. We do not hear any thing of this gentleman previous to his appointment as captain of the *Roebuck*, of forty guns, on the 31<sup>st</sup> of March 1704. He proceeded soon afterwards for the Mediterranean with the squadron under sir Cloudesley Shovel, who was sent thither to reinforce sir G. Rooke. On the return of that admiral with the principal part of the fleet, after the battle off Malaga, captain Kempthorne was left with the detachment under sir John Leake, who was appointed to command, during the winter, on the Lisbon and the Mediterranean stations. Being ordered, in the month of December, to assist in escorting some transports with troops intended to reinforce the garrison at Gibraltar, they had the ill fortune to meet Mr. Pointi's squadron, and with the greatest difficulty avoided falling into his hands; the *Roebuck* and *Greenwich*, with three of the transports, being forced back to Lisbon; but the remainder, being seventeen in number, got safe into Gibraltar, one only excepted, which the enemy made prize of.

The rules of the service rendered it necessary this failure should be investigated by a court-martial, at which sir John Leake himself presided. The enquiry ended in captain Kempthorne's honourable acquittal. He continued to command the same ship, without changing station for several years. After his return to England we do not meet with any mention made of him again for a considerable time, as a naval commander, even till the year 1716, when he commanded the *Worcester*, at that time one of ships employed on the Mediterranean station. In 1717 we find him appointed captain of the *Royal Oak*, of seventy guns, one of the fleet equipped for the Baltic, and intended to be sent thither under the command of sir Geo. Byng; but several of the ships not being equipped in time, a part only proceeded thither, of which number the *Royal Oak* is believed to have been one. Continuing in the same ship during the following year, he accompanied his former admiral, sir George Byng, to the Mediterranean, under whom he was present at the memorable engagement with the Spanish fleet off Cape Passaro, being one of the seconds to rear-admiral Delaval, in the Dorsetshire. Soon after

after this action, he had the good fortune to capture a Spanish frigate carrying between twenty and thirty guns, which appears to have been the only opportunity he met with of effecting any material service.

After his return from the Mediterranean \* he appears to have retired altogether from the line of active service; and in the year 1722 was appointed commissioner of the navy resident at Chatham. He continued to hold this very respectable office till the time of his death, which happened on the 12th of July 1736.

LAWRENCE, Thomas,—was appointed a lieutenant in the navy soon after the revolution. During the year 1692 and 3, we find him serving in that station as second on board the *Monk*, of sixty guns; from which ship he removed, in 1694, into the *Devonshire*, a third rate, of which he was appointed third lieutenant. Having continued to serve in this capacity for many years, he was at last, on the 18th of October 1704, promoted to the command of the *Bridgewater*. This vessel appears to have been wholly employed as a cruiser, and captain Lawrence continued in the same command for a considerable time. In the month of May 1707, we find him on the Irish station, where he very eminently distinguished himself in an action with a French frigate and a privateer of the same nation, of which we have the following particulars.

Having received intelligence that two or three French privateers were at that time hovering on the coast to the very great interruption of commerce, he sailed in quest of them, from the harbour of Kinsale, on the 16th of May, and about midnight fell in with three ships, one of which proved to be the *Affair*, a French frigate of twenty-four

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\* There is a traditional report among naval people, whether well-founded or no we cannot pretend to determine, that, during the time of his being employed either on this or the former occasion upon the Mediterranean station, he most eminently distinguished himself in an encounter with a very superior force, which he resisted with the completest success, although the odds orally delivered to us might, if related, be thought, by some, to favour more of romance than historical truth. We can say nothing farther, as we have not been able to ascertain, with any degree of precision, either the particulars of the event, or the time when it took place.

guns and two hundred men, commanded by a captain Le Blanc; a second, which was a privateer called the *Cocarde*, of twelve guns and ninety men; and the third a prize they had taken.

Captain Lawrence engaged the two ships of war for two hours and an half; after which, they crowded all the sail they could carry in order to effect their escape, which they accomplished: but their prize, which was a ship belonging to Bristol, was not so successful; and with this partial fortune captain Lawrence was obliged to be content.

Singular as it may appear, we find no mention made of him, in the service, after this time; nor dare we even assert he was ever commissioned to any other ship. On the 18th of August 1743, he was appointed second captain of Greenwich-hospital; in which station he continued till the 16th of December 1745, when he was advanced to be the first captain on that establishment; an honourable retirement, in which he afterwards remained till his death, which happened on December 8, 1747.

LEGG, Thomas, — was appointed first lieutenant of the *Rupert*, of sixty-six guns, in the year 1693. After this time we hear nothing of him till his promotion, on the 15th of August 1704, to be captain of the *Tartar*, of thirty-two guns, one of the frigates which accompanied sir George Rooke on his expedition to the Mediterranean. Mr. Legge was, as we believe, one of the lieutenants of the *Royal Catherine*; and having behaved in a very exemplary manner in the memorable encounter with the French fleet off Malaga, was most deservedly rewarded with the appointment already noticed. He was never however fortunate enough to meet with an opportunity of distinguishing himself sufficiently notorious and prominent to raise him above that undistinguished multitude of brave men whom the same degree of ill-fortune has unhappily involved in the same situation. He died at Barbadoes, commander of the *Anglesea*, on the 20th of February 1711.

MONEYPENNY, James. — Nothing material is known of this gentleman till his appointment, on the 16th of August 1704, to be commander of the *Kent*. He had accompanied sir George Rooke on his expedition to the

the Mediterranean, in the capacity of lieutenant ; and, in consequence of his meritorious conduct in the memorable engagement off Malaga, was promoted to the ship above-related, as captain to rear-admiral Dilkes. In the year 1706, having in the interim been removed into some other ship, he was involved in a very serious dispute with a Mr. Brierwood, his lieutenant. He had justly thought it incumbent on him to confine this gentleman for a neglect of duty he had been guilty of ; but there are unhappily some persons so impatient of restraint, that every exertion of due authority is by them most strangely and wickedly represented, as an act of tyranny and oppression ; of this class of men Mr. Brierwood was one. Not sufficiently checked by the proper exertion of discipline on the part of his commander, he broke through every regulation not only of the service but civil society also, and challenged captain Moneypenny as a man who had wantonly offered him the grossest injury, and which the vague and ill-defined laws of honour compelled him to seek atonement for, by an encreased breach of honour itself as well as duty and decorum.

For this offence he was quickly afterwards brought to a court-martial, of which sir John Leake was president, and most deservedly sentenced to be dismissed the service. Captain Moneypenny continued to be employed principally, as we believe, on the Mediterranean station, where we find him, in the year 1711\*, commanding the *Superbe*, a ship of fifty-six guns, taken from the French in the preceding year by captain Johnson, in the *Kent*. We have not been able to procure any farther information relative to him, except the mere date of his death, which happened on the 23d of October 1723, he being at that time in England and unemployed.

PARSONS, Charles.—We believe this gentleman to have been appointed third lieutenant of the *Royal Oak* about the year 1696 ; but find no other mention made of him till 1704. On the 6th of April, of that year, he was promoted to be captain of the *Hastings*, and was, not long afterwards, removed into the *Fowey* ; in which ship he was unhappily killed, in action with a French ship of

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\* On the 18th of October captain Moneypenny brought into Leghorn a very rich prize, which he had taken coming from the Levant.

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war, on the 11th of February 1705: but we have not been able to recover any particulars relative to the encounter.

SCOTT, Thomas,—was, on the 2d of March 1704, appointed to the command of the *Mary* galley. In this vessel he continued, for a considerable space of time, on the Mediterranean station; though, owing to causes already explained in the lives of many others, his brave cotemporaries, little to the advantage either of his fame or fortune. We find him, in the month of July 1710, captain of the *Romney*, and employed in cruising off the coast of Portugal. In this occupation he was rather more successful, having captured a stout privateer, belonging to Dunkirk, mounting twenty guns; and several other vessels of inferior consequence and smaller value. He continued captain of the *Romney* several years, as we find him her commander in the month of November 1714, being then stationed in the Mediterranean.

Soon after his return from thence he was promoted to the *Burford*, of seventy guns, one of the fleet sent, in 1717, to the Baltic, under sir J. Norris. He did not remain long in the same command after the conclusion of that expedition; and we are ignorant in what manner he was employed after this time, till the year 1720, when he was left, by sir George, commodore of a small squadron, consisting of three ships of fifty guns and a frigate, which were ordered to continue in the Mediterranean, for the protection of trade, after the departure of the main fleet. In 1724 he was appointed commodore of a small squadron sent to Jamaica. He died there, having his pendant on board the *Dragon*, the 15th of September 1725.

STANHOPE, Philip,—was the third son of the honourable Alexander Stanhope, only son to the right honourable Philip, earl of Chesterfield\*, by his second lady,

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\* This family is of very great antiquity and honourable extraction. The learned Camden, in his account of Nottinghamshire, mentions Shelford, the seat of the famous family of Stanhope, knights, whose state and grandeur in those parts is eminent, and their name renowned. In his discourse on surnames, he observes "them to be denominated from a place of their own name, the town of Stanhope, near a forest so called, in Darlington Wapentake, in the bishoprick of Durham, of which they might be owners, for it is certain their residence was in those parts before they came into Nottinghamshire, as is fully attested by Glover, Somerset herald; Vincent, Windsor herald; Dodsworth, and others."—Collins.

Anne, daughter of sir John Pakington, a privy-counsellor and favourite of queen Elizabeth. Captain Philip Stanhope was promoted to the command of the Hastings frigate, as successor to captain Charles Parsons, on the 7th of November 1704. Towards the latter end of the following year he was appointed captain of the Milford; in which ship we find him, in July 1706, serving, under sir Stafford Fairborne, at the siege of Ostend; and chosen by that commander to bear to England the news of its surrender.

He was sent, not long after, to the Mediterranean, where, in the month of December, we find him employed under the command of captain Coney, as already related in our account of that gentleman. He continued in the same command during the remainder of his life; which excessive gallantry, added to a degree of fraternal love almost unequalled, rendered, alas! too short. Frequent mention is made of him both in history and the private journals of officers more particularly connected with him in service and command, as a very active, diligent, and intelligent officer; nevertheless it is needless to descend more into particulars, as these notices contain nothing more interesting than being generally conducive to the establishment of an highly-to-be-envied character.

Being left, in the month of August 1708, at Barcelona, under the command of captain Hubbard, by sir John Leake, who had just before sailed for Leghorn, it was determined, at a council of war held on board the Elizabeth, at the request of the king of Spain, that the York and Milford should assist in convoying the transports, which had on board lieutenant-general Stanhope and a strong body of troops from Catalonia to Minorca. The reduction of this island was not only become a very favourite object with the king of Spain, but was also considered as likely to be most eminently conducive to the success of the allied cause. General Stanhope, who commanded the land forces destined for this expedition, was the elder brother of this gentleman; and, as we have already remarked, the ties of consanguinity appeared to encrease the thirst of glory, and stimulated the latter to share with the former in the danger, as, though a younger, he appeared a scarcely less ambitious candidate for fame and military glory. Attending the land-forces as a volunteer  
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at the assault of the Spanish lines at Port Mahon, he there fell, in the hour of victory\*, on the 17th of September, N. S. 1708.

STEWART, Honourable Charles,—was the fifth son of sir William Stewart, of Aughentea and Newtown-Stewart, in the county of Tyrone. This gentleman was afterwards, on the 19th of March 1682, created baron Stewart of Ramalton, and viscount Mountjoy of the kingdom of Ireland. Being zealously attached to the Protestant interest, although at the same time entertaining the highest sentiments of true loyalty for king James as his rightful sovereign, he undertook a journey from Dublin to Paris in the month of January 1688-9, in hopes of inducing that monarch to yield to the necessities of the times, by acceding to any equitable terms that should be proposed to him, and preventing those evils of massacre and civil war with which the Protestants of that kingdom were then threatened by their Catholic brethren.

This noble lord's moderation and honourable intentions were, however, ill received and ill requited by James, who caused him, on his arrival in Paris, to be committed prisoner to the bastille, where he remained confined till the year 1692. Being then released, he attended king William to Flanders, and there lost his life at the battle of Steenkirk. Charles, his fifth son, as already stated, was brought up to the sea service. Almost his very entrance into it was marked with misfortune, he having, in the year 1697, being then only sixteen years old, and not having attained even the rank of lieutenant, lost his right hand in action with a French ship off Dover. Being afterwards promoted to that rank, and having served on board divers ships in that capacity with the highest reputation, he was, on the 1st of December 1704, made captain of the Falcon frigate. He was not long afterwards advanced to the command of the Panther; in which ship he served, during the year 1706, on the Medi-

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\* Collins gives us, as the date of this event, September the 28th; and rear-admiral Hardy, in his list of naval officers, makes it to have happened on the 9th. The confusion of styles may, probably, have increased this perplexity. Campbell is still more erroneous, having assigned the month of October for the date of the enterprise itself, and the 28th for that of this particular event.

terrapanean station, under sir John Leake. We find no particular mention made of him till the month of October 1707, when he sat as one of the members of the court-martial, assembled on board the Albemarle, for the trial of sir Thomas Hardy. We have now a much longer interval during which no notice is taken of him, for we are totally ignorant of any circumstances relative to him till the year 1715; when he was, in the month of October, elected representative in parliament for his native county, Tyrone.

In 1720 he was appointed commander-in-chief of a squadron fitted out to cruise against the Salletines; and was at the same time nominated minister plenipotentiary to settle a treaty of peace with the emperor of Morocco\*. He acquitted himself so well in the above employments, that,

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\* He published a relation of this embassy, and therein informs us, that he sailed from England 24 September, arrived at Gibraltar 26 October, sailed with his squadron to Tetuan bay 22 December, and there agreed to the articles of peace with the basha of Tetuan, which were signed and exchanged 17 January 1720. On 3 July 1721 he arrived at Mequinez, and the 6th had his first audience of the emperor; when, delivering the articles of peace, he told him they were signed by the king his master; and desired he would please to sign a counterpart to carry to England. The emperor replied, his word was as effectual as his writing, but however he would do that to satisfy him; and giving the articles to his admiral, Al Hadge Abdelcader Peres (afterwards sent ambassador to England) told the ambassador that he made him a present of nine Christians for a breakfast, and he might chuse which he pleased. On the 23d he had his second audience; when the emperor ordered all the English captives to be drawn up in his palace, and told him he should have all his countrymen; and then waving his hand to the captives, bid them go home with the ambassador into their own country. Whereupon they fell prostrate, crying out, "God blefs thy power," and were going out of his presence; when the emperor causing them to stay, further said, "that he loved the ambassador and all the English, because he knew they loved him and his house; and that there should not be an Englishman a slave in his empire, for he would set them all at liberty, in what part soever they were;" then waving his hand again to the captives they went away. And the ambassador returning the emperor thanks for the honour he had done him, told him, "that he should always regard his interest when he was gone out of his dominions." To which the emperor said, "that he should then see how well he deserved the present he had made him that morning; that he would not have him stay an hour in Mequinez." And wishing him safe into his own country, said, several times, "God blefs you;" and, turning his

that, in consideration of his past services, as well as the loss of his hand, a pension of 300*l.* a year, for life, was settled on him, December 14, 1725. Intelligence having arrived in England, towards the end of the year 1729, that rear-admiral St. Loe had died at Jamaica, commander-in-chief on that station, Mr. Stewart was, on the 9th of December 1729, advanced to be rear-admiral of the blue, and sent out thither, in the *Lion*, as his successor. He returned to England about the year 1731; and on the 29th of June 1732, was appointed rear-admiral of the white. On the 26th of February 1733, he was constituted vice-admiral of the blue, and hoisted his flag on board the *Devonshire*, a third rate, as commander of a division in a fleet, equipped in that year to restrain, by the terrors of war, those depredations which the Spaniards had long been in the habit of committing. A temporary apology, and a vain promise of more pacific conduct averted the blow with which they were threatened, and prevented the fleet, as it is believed, from ever putting to sea. In the following year, having hoisted his flag on board the *Edinburgh*, of seventy guns, he served as second in command of the fleet under sir J. Norris, which appears however, during that season, never to have proceeded farther than Spithead. On March 2, 1735-6, he was advanced to be vice-admiral of the white; and on the 10th of February in the following year, was elected representative in parliament for the town of Portsmouth. He retained this honourable station till his death, which happened on the 5th of February 1740. He died unmarried.

TEATE, Matthew.—This gentleman entered into the navy immediately after the the revolution, and was at the latter end of the year 1692 appointed second lieutenant of the *Royal William*; from which station he was, in 1696, promoted to be first lieutenant of the same ship. We find nothing farther concerning him till his promotion, on the 21st of April 1704, to be captain of the *Strombole*, supposed, from her name, to have been a fireship, but in which, contrary to the regulations of the navy at the pre-

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horse, galloped away with a lance in his hand, his guards rushing close behind him. On the 27th he left Mequinez; and arriving at Tunis 22 August, embarked there 296 English, being what were left alive (and had not turned Moors) of those who had been taken in about seven years war.

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sent day, he took rank, according to that date, as a post captain. We have not been able to procure any further information relative either to the stations on which he was employed, or the different ships he commanded. He retired on a pension, in 1711, as a superannuated captain of a third rate, and is said, by some, to have died on the 20th of March 1718; but others fix his decease at a much earlier period.

**TROTTER, John.**—Nothing is known by us of this gentleman but that he was appointed captain of the *Winchelsea* on the 7th of February 1704, and is said to have died in England sometime in the year 1747. We meet with no mention made of him which induces us to believe he ever held any command after his first appointment.

## 1705.

**BARTER, John.**—This gentleman was appointed third lieutenant of the *Warspight* in 1692. This appears to have been the first commission he ever bore: He was, not long afterwards, promoted to be second lieutenant of one of the first rates, and continued to serve in that station during the remainder of the war. He was not advanced to the rank of captain till the 1st of May 1705, when he was appointed to the *Gosport*. He is said to have been suspended in the year 1706, on what account is not known; and no other information can be collected relative to him, that of his death excepted, which happened on the 13th of December 1708.

**CASTLE, John,**—was, on the 17th of September 1705, appointed captain of the *Winchelsea* frigate. This vessel was, on the 6th of June 1706, captured by the enemy. The death of captain Castle, who gallantly, though fruitlessly, exerted himself in the defence of his ship, contributed to enhance the misfortune.

**COLEMAN, Robert.**—Nothing is known of this gentleman previous to his being appointed, on the 25th of September 1705, captain of the *Elephant* store-ship. He continued in this vessel till the month of April following, when he was removed into a frigate. Notwithstanding

we believe him to have been constantly in commission during the remainder of queen Anne's reign, we have not been able to investigate the particular services in which he was engaged, or even the names of the different ships he commanded. We have been more fortunate after the accession of king George the First, but do not find him appointed to any ship till the year 1717, when he was made captain of the *Cumberland*, a third rate of eighty guns, ordered to be equipped for the Baltic as one of the fleet intended to be sent thither under sir J. Norris. It appears, however, a matter of doubt, whether captain Coleman actually proceeded on this service, owing to the ship not being ready for sea when the fleet was ordered to sail.

In the year 1720 he commanded the *Buckingham*, of seventy guns, sent on the same station and under the same admiral, as he was again in the following year. The dispute between the Russians and Swedes being finally adjusted by the treaty of Nistadt, the British fleet was dismantled soon after its return to England; and captain Coleman had no other appointment till the year 1723, when he was re-commissioned to his old ship, the *Cumberland*, one of twelve ordered to be got ready for sea, about the month of April. The causes of this armament remains a secret, which the administration of that day did not ever think fit to disclose, nor the politicians of later times have deemed sufficiently consequential to attempt the developement of. Captain Coleman continued to command the *Cumberland* for some years, as, in 1726, we find him in the same ship accompanying sir C. Wager to the Baltic, as captain to rear-admiral sir George Walton, who commanded one of the divisions of the fleet. When this armament returned to England, the *Cumberland* was ordered to Chatham and put out of commission.

Captain Coleman was not, as we believe, appointed to any other ship till the month of July 1728, when he was made commander of the *Nassau*, of seventy guns, one of the ships which the depredations and insults of the Spaniards compelled the British government to keep always in a state fit for immediate service. During the early part of the ensuing year he appears, on account of ill health, to have quitted the above command: he however  
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so far recovered, as to be enabled to resume it in the month of June: but the formidable fleet which was collected at Spithead, under sir Charles Wager, and was joined in the month of June by a Dutch squadron of nine ships of the line, besides frigates and small vessels, never appears to have put to sea. It certainly is no slender proof of the prudence and spirit of a government, when the terror of its arms prove sufficient to avert the use of them. In the month of October the Nassau, with eleven others that were among the largest ships, were ordered into port to be laid up.

Mr. Coleman does not appear to have ever held any commission subsequent to the above time; and it is most probable that, on account of his age as well as his long service, he retired soon after on a pension: this circumstance we are however not fully warranted in asserting. He died at Portsmouth on the 30th of November 1739.

FISHER, George,—was, as early as the month of December 1692, appointed third lieutenant of the Royal Oak, sir George Rooke's flag ship during the ensuing year. After the return of that commander from the unfortunate service of convoying the outward-bound Smyrna fleet, Mr. Fisher was, through his interest and recommendation, advanced, in the rank of lieutenant, to be second of one of the flag-ships, we believe his own. He was not promoted to the rank of captain till the 18th of January 1705, when he was appointed to the Tartar; in which ship he unhappily died on the 18th of August following.

GORDON, Thomas.—Having been unable to collect any particulars relative to this gentleman while he continued in the station of a lieutenant, we must begin with his appointment to the Edinburgh, his commission for which ship bears date November the 7th, 1705. The life of this gentleman is as barren of incident, and, consequently, as uninteresting as that of any person who ever attained the rank of captain in the British navy. We are led to make this remark here, in justice to his character both as a man and officer, his subsequent conduct, after he had ceased to be a British commander, proving him well endued with all those shining qualities necessary to constitute that of an able and worthy man.

Captain Gordon had, unhappily for himself and his country, imbibed principles and an attachment to the exiled house of Stuart, which were very properly deemed dangerous, and incompatible with his being continued in the British service after the decease of queen Anne. He then entered into that of the celebrated Peter the third, Czar of Muscovy, who gave him the appointment of a vice-admiral, and ever continued to hold him in the highest esteem; as did also the Czarina, his successor. His opinion was always consulted in affairs of moment; and he had invariably the satisfaction of finding his advice followed, not only to the advantage of his new friends, but without, in any degree, exciting their disapprobation. Of this a singular proof was given in the year 1726, when a British fleet was sent into the Baltic, under the command of sir Charles Wager. The court of Russia was exceedingly irritated at its appearance, and was, as it is said, resolved to hazard an action, rather than endure its continuance there. Vice-admiral Gordon, however, very wisely represented to the council, that the Russian fleet was by no means in a condition to venture an engagement with that of Great Britain, and orders were consequently given for laying it up, and securing it in the best manner possible from being insulted. The time of his death is unknown, as we find no mention whatever made of him after the above events.

GRAY, William. — This gentleman is to be noticed only as having been appointed captain of the *Winchelsea* on the 29th of April 1705.

HICKS, Edmund, — is no where mentioned till his appointment, on the 18th of March 1705, to be captain of the *Adventure*\*; nor have we been able to procure any other information concerning him, except that he died commander of the *Crown* on the 25th of September 1708.

JONES, William, — was appointed a lieutenant before the revolution; and after a progressive promotion in that rank was, about the end of the year 1692, made first lieutenant of the *Cornwall*, a third rate of eighty guns, one of the ships belonging, during the whole

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\* He continued to command the above-mentioned ship during the following year; and in the month of July was ordered, with captain Richard Leake, in the *Tartar*, to convoy the trade bound to *Hamburg*. On their return from thence they captured a small frigate, mounting twenty-four guns, called the *Child's Play*.

war,

war, to the main fleet. He was not promoted to the rank of captain in the navy till the 15th of February 1705, when he was appointed to the *Dunwich*. In consequence of some irregularities in the line of service he was tried by a court-martial, held in the river Medway, on the 18th of December 1705, and fined three months pay. Being afterwards made captain of the *Winchelsea*, and ordered to the West Indies, he died at Barbadoes on the 29th of August 1707.

**KESTLE**, or **KISTAL**, Francis,—was, on the 12th of December 1705, appointed captain of the *Kinsale*; and being sent to the West Indies, died there on the 19th of December 1706.

**LEAKE**, Richard,—was the only son of admiral sir John Leake. The editor of the father's life has taken rather uncommon pains to blacken the character of his son, whether influenced by a rigid regard to truth, or in gratitude to the memory of sir John, for having left the reversion of his whole estate to captain Martin Leake, after the death of that son, we cannot pretend to determine. Be that, however, as it may, we cannot help thinking it would have been, at least, more decent to have suppressed many of the remarks there made, than to have wantonly brought them forward, as he has done, to the notice of the public.

Captain Leake having entered early in life into the navy, under the auspices of his father, was, at the age of twenty-four years, appointed, on the 24th of August 1705, to the *Tartar* frigate. In this ship he continued a considerable time, but employed only in the undistinguished services of cruising, and occasionally convoying merchant-ships to and from the Baltic, and *Hamburg*. In one of these expeditions, as has been just related in the life of captain Hicks, he had the good fortune, in company with that gentleman, to capture a French frigate of twenty-four guns. The services in which he continued to be employed during the whole of his life, appear to have been all of the same unnoticeable kind, for we never find his name occur, either in public history or in any private memoir. Mr. Leake, in his life of sir John, observes, that in a very few years he got more money by prizes, than his father did in the whole course of his life. He in all probability was a young man extremely prone

to dissipation, careless both of the honour of his profession and his own interest: nevertheless we cannot but think this information, considering the degree of connexion which subsisted between the families, comes with a very bad grace from Mr. Leake, who takes occasion to observe, with much apparent asperity, that captain Leake was, unhappily, of such a natural bad disposition, that he seems to have been born to afflict his father, sir John. He adds a very ridiculous tale, that his grandfather cast captain Leake's nativity at his birth, and pronounced he would be very vicious, very fortunate, and very unhappy. He observes, that without concerning himself with the truth or falsehood of astrological prognostics in general, this prediction was remarkably fulfilled; for that while sir John was gaining never-fading laurels, his son was countermining his reputation by inglorious actions; and, to finish the man, married disgracefully: so that his father, who had retired from the world to pass the remainder of his life in ease and tranquillity, was discomposed by his sons repeated follies; who, by this time, having spent his all, depended upon him for support. Peace be to his ashes; may his follies and extravagancies be buried in oblivion. Death put a period to them, and his life, on the 24th of February 1719-20.

MAN, Thomas,—was, on the 1st of November 1705, appointed captain of the Bristol\*. No other mention is made of him, except that he died in England on the 19th of April 1719.

PADDON, George,—was, in 1693, appointed second Lieutenant of the Archangel, an hired ship of war, mounting forty-eight guns, sent in the above year with a convoy to Virginia. We have no other intelligence relative to this gentleman till we find him, in 1703, commander of the Vesuvius fireship. In this vessel he had the misfortune to be wrecked, being driven from his anchors at Spithead, on the 26th of November, in that tremendous tempest, usually denominated the Great Storm. The

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\* He was tried by a court martial, at Sheerness, on the 21st of October 1712, and adjudged to make satisfaction to the queen, by paying for a quantity of provisions which he had disposed of at his own pleasure, and to the purser of the Portsmouth, which ship he then commanded, for some he had caused to be improperly and irregularly expended.

services

Services in which he was for a series of years concerned were so trivial, that we do not find any mention whatever made of him till the year 1711, when he commanded the *Windfor* of sixty guns, on the New England station. He appears, while thus employed, to have been particularly active and fortunate, having captured many very considerable and valuable prizes; one of them a French ship of war, called the *Thetis*, mounting forty-two guns\*. He was taken from this ship, in the month of August, by sir Hovenden Walker, commander-in-chief of the armament destined against Quebec, to command the *Edgar* of seventy guns, the flag ship, under him during the above-mentioned expedition. The melancholy catastrophe which put an end to it has been already described at full; and that very misfortune afterwards proved the cause of captain Paddon's own dismissal from the service.

We cannot help thinking, to speak candidly, that sir Hovenden himself, in his account of the disaster alluded to †, insinuates a kind of impropriety in captain Paddon's conduct on that occasion; but it is also certain, that the degree of culpability, if any, was deemed so trivial as to render any enquiry into his conduct unnecessary. On his return from the West Indies he was appointed to some other ship of the line, and ordered for the Mediterranean, where we find him, in 1713, commodore and plenipotentiary to the emperor of Morocco, for the purpose of renewing the truce with Great Britain, which was then on the point of expiring. He appears to have acted in this very delicate business with all the wariness of a politician happily united with the true gallant spirit of a British commander. A negotiation for peace is, as it is well known, more difficult to be concluded and carried into effect with the Moors, than with any other people in the universe; a thousand arts and subtleties are practised as the complexion of their affairs appears to suggest; nor could, particularly at the time of which we are now speaking, any certainty be had of the conclusion and ratification of a treaty, except necessity compelled it.

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\* "I found at Boston the *Windfor* and *Weymouth*, having brought in a French man of war of two and forty guns and three hundred men, taken by the *Windfor*, which ship I ordered to proceed with me on the expedition."—Sir H. Walker's Letter.

† See vol. ii. p. 461.

Captain

Captain Paddon appears to have been perfectly aware of the genius and temper of the people with whom he was to negotiate, for the Moors, under pretence that the truce was expired, having seized a small English vessel at Oran, he immediately ordered the ships of his Squadron to make reprisals, a conduct which quickly brought them into a more pacific temper. The terms of the peace appear to have been adjusted and finally concluded in the month of March following, the emperor having, as a substantial proof of Moorish friendship, given orders for the release of sixty English captives, which had unhappily fallen into the hands of his corsairs. He continued on the same station for a considerable time after this; and sir James Wishart being, in the month of December 1713-14, sent to take the command on the above-mentioned station, captain Paddon continued to serve under him as long as that admiral remained there himself.

On the accession of king George I. and the very extensive dismissal of persons holding employments, as well civil and military, which took place in consequence of it, captain Paddon, together with his commander-in-chief, was recalled from the Mediterranean. His former misfortune, for it scarcely deserved a term more harsh, was now converted into a serious offence and crime; and, after having passed unnoticed for such a length of time, it was subjected to the opinion of a court-martial, the members of which thought it incumbent on them to sentence him to be dismissed the service. On the treatment of sir Hovenden, his admiral, at the time alluded to, we have already taken occasion to animadvert sufficiently; and the rancorous animosity with which men, who were unhappy enough to be of one particular party and persuasion were pursued, would induce us to wonder but little at even a more flagrant violation of the forms of justice, or rather of its principles, than that we here allude to.

Captain Paddon, after his dismissal, went into the service of Peter the Third, surnamed the Great, Czar of Muscovy, and died in that country, as it is said, early in the year 1717.

PETERBOROUGH, Charles Mordaunt, Earl of;—is entitled to a place here from his having been, in the year 1705, appointed, with sir Cloudesley Shovel, joint  
admiral

admiral of the fleet ordered for the Mediterranean. Amphibious as were his services, the commission just stated will, probably, clear us from the reproach of inconsistency and impropriety, in inserting his name among naval commanders. On his ancestry, and the events of his early life, we have little occasion to be diffuse, as well because it has been sufficiently enlarged upon by others, as that, from the peculiar circumstances attending his command, we do not apprehend such an account at all consistent with our present plan.

Suffice it therefore briefly to say, that the first of this family, noticed by historians or heralds, was Osbert le Mordaunt, a Norman knight, possessed of Radwell in Bedfordshire, by the gift of his brother, which he himself had received of William the Conqueror for his own services, added to those of his father at the time of the Norman invasion.

Charles, of whom we are now to give some account, was the third earl of Peterborough—his grandfather, John, having been advanced to that dignity on the 9th of March 1627-8. He appears, indeed, to have had a predilection in favour of the naval service, having, in his early youth, accompanied sir John Narborough and vice-admiral Herbert to the Mediterranean, where he continued during the wars with the different piratical states on the coast of Barbary. On the 4th of June 1680, he embarked as a volunteer, with the earl of Plymouth, for Africa, and very much distinguished himself at Tangier at the time it was besieged by the Moors. This noble personage and his uncle, who was at that time earl of Peterborough, were of very different persuasions and principles both in religion and politics, the latter having always been the strenuous adherent to king James, to whom he is said to have carried his attachment so far, as to have been reconciled to the church of Rome\*; while the former constantly appeared equally zealous in support of that

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\* A conduct which occasioned a resolution of the house of commons, soon after the accession of William and Mary, that he should be impeached, "for departing from his allegiance, and being reconciled to the church of Rome." This, however, was afterwards dropped.

system which produced the revolution. Being consequently very uneasy under the government of James, after having strenuously opposed the repeal of the Test Act in the house of peers, he thought it most prudent, as well as most satisfactory to himself, to withdraw from a court, whose measures he at that time found it in vain to oppose, and retire to a country where he could live under a government more congenial to his ideas and wishes. He therefore solicited from his natural sovereign, James, permission to enter into the service of his son-in-law, the prince of Orange, which the former, no doubt secretly pleased at so good an opportunity of getting rid of a powerful opponent, most readily granted.

Soon after his arrival in Holland, which was early in the year 1687, he was appointed commander of a Dutch ship of war, mounting forty-eight guns, called the North Holland, and sent commodore, or admiral, of a small squadron of ships of that nation, to the West Indies. It does not clearly appear what was the intended object of this armament; that which is most apparent and probable is, that it was sent thither to try the temper of the English colonies, and their attachment to the then reigning sovereign. The pretended object, indeed, was, a quantity of treasure, which many adventurers, particularly a company, or society of English, with the duke of Albemarle, then governor of Jamaica, at their head, were endeavouring, and with some success, to recover from a Spanish wreck. Into this money-hunting project the Dutch pretended to enter, and the English nation easily trusting to the truth of the avowed object of an expedition, which appeared so perfectly congenial to the natural genius of their neighbours, readily gave the credit to their pretended intentions. Lord Mordaunt, as he was then called, does not appear to have concerned himself any farther than merely by requesting of sir J. Narborough, at that time the English commander-in-chief in the West Indies, and actually employed on the same errand, his permission to send two or three officers to see the wreck. This request was readily granted him\*, and he soon afterwards returned to Holland.

On

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\* His proper title was viscount Mordaunt, of Avalon, in the county of Somerset.

On his arrival there, the project of the revolution had nearly ripened into execution; and Burnet, in the history of his own times, mentions his lordship as one of the persons admitted to the most secret councils of the prince of Orange, who placed, on all occasions, a most implicit confidence in his advice. He accompanied his highness to England in the month of November; and having been, as it is said, highly instrumental to the success of the expedition, was, on the accession of king William and queen Mary, sworn of their privy council, and made one of the lords of the bed-chamber to his majesty\*. The occurrences of this noble lord's life having had no connexion with naval affairs during the reign of king William, we shall content ourselves with filling up this interval with part of the account given of him by Collins.

"In order to enable him to attend the coronation of their majesties, as an earl, he was, on the 9th of April 1689, advanced to the dignity of earl of the county of Monmouth, having the day before been constituted first lord commissioner of the treasury; and, on the 30th of May in the same year, lord lieutenant and custos rotulorum of the county of Northampton." We must beg leave to rectify a small mistake committed by Collins, who informs us he continued first lord commissioner of the treasury till the month of May 1694: the fact is, he quitted the station

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"My 1<sup>st</sup> Mordant arrived here in a Holland ship of 44 guns, called y<sup>e</sup> North Holland. Y<sup>e</sup> 22 Febr'y he saluted his mat<sup>s</sup> coulers with 9 guns. He was friendly, and desired his divers, or ingeners, might see y<sup>e</sup> wreck, which they did, and could not take up any money. He staid seven days, and departed unto Samana, where he left a great Holland ships. They were wholly unprovided to worke this wreck. I heare y<sup>t</sup> he hath sent away y<sup>e</sup> 2 Holland ships unto Holland: a sloop met them at sea, standing to the northward, in y<sup>e</sup> latt<sup>e</sup> 24 d. y<sup>e</sup> beginning of this month. He sailed from Samana 8 days since, towards Porto Rico."—Extract of a private letter from sir John Narborough to the lord Falkland, dated on board his majesty's ship Foresight, at anchor near the wreck, April the 14th, 1688.

\* In another place we have the following account of his lordship's conduct on this occasion.

"He was one of the few peers who came over with the prince of Orange at the revolution, commanding the English raised in the west, upon the descent, having completed his regiment in a few days, holding much correspondence with the prince in order to his expedition."

just

just mentioned on the 18th of March 1690-1, and was then succeeded by sir J. Lowther. "In consequence of an address presented by the lord mayor and aldermen of the city of London to his majesty, he was commissioned to command the royal regiment of horse, which the city had raised for the public service, of which his majesty was graciously pleased to be colonel: and their majesties, the prince and princess of Denmark, with the lords spiritual and temporal, having accepted of the invitation of the lord mayor, aldermen, &c. of the city, to dine at Guildhall, on Oct. 29, 1689, the royal city regiment of volunteer horse, richly and gallantly accoutred, led by the earl of Monmouth, attended their majesties from Whitehall into the city. In 1692 his lordship made the campaign in Flanders under king William." After this time Collins makes no mention of him till the year 1702; but we have to observe, that by the death of Henry, second earl of Peterborough, on the 19th of June 1697, his lordship succeeded to that title, by which, as being the more ancient, he was always afterwards known.

Soon after the accession of queen Anne it was proposed to send his lordship to the West Indies as captain-general and governor of Jamaica, as well as commander-in-chief of the fleet and troops afterwards sent thither under commodore Walker, when the fleet was on its return from Cadiz. But this intention was laid aside, and the earl was not called into public service till the year 1705, when he was appointed, with sir Cloudesley Shovel, joint-admiral and commander-in-chief of the fleet sent to Spain. His eminent services in that kingdom are almost too notorious to need repetition. The editor of the life of sir John Leake has, indeed, taken uncommon pains to be somewhat more than severe on his lordship, and asserts rather boldly, that he endeavoured to divert the attention of the allies from Barcelona, and transfer their attack to Italy. "This (adds he) was a very early attempt to influence the fleet, by means of land councils, from the service of the king of Spain, for which they were principally designed; and a flagrant instance of the folly, if not treachery, in appointing lord Peterborough joint-admiral, but it was very happy the sea admirals were so honest as to be governed by their own councils." The same author soon afterwards admits,

mits, that in a council of war the earl alone voted for the attack, in opposition to the opinion of all the general officers.

The enterprize in question being at last resolved on, its glorious termination is well known to all; and notwithstanding the author above-quoted insists that the earl took all the pains in his power to obstruct the councils, yet he is reluctantly, as it were, compelled to admit, that his spirited conduct in putting himself, immediately after the prince of Hesse fell, at the head of the detachment which, under the command of his highness, had stormed fort Montjoui, or Montjuich, had principally caused the ultimate success of the assault. His gallantry on this occasion was, indeed, established by a testimony, not to be overturned by the bare assertion and insinuation of an historian, singular encomiums being bestowed on his lordship's particular behaviour in the account published by authority, which may be found in the *Gazettes*, No. 4164 and 4167, the length of which prevents us from transcribing them.

The earl appears to have quitted his naval command during the winter, and to have confined himself to the exercise of his land function of general, in which he displayed singular adroitness as well as gallantry, having, with a force almost contemptible, when compared with that of the enemy, not only kept them completely in check, but obtained several consequential advantages over them, and in particular having almost entirely subdued the kingdom of Valentia. The first operation of the enemy in the ensuing spring, was the attack of Barcelona; and in the hope of re-possessing themselves of it by a coup de main they made it in a manner totally unprecedented and unjustifiable, on the score of military prudence. They left Lerida and other consequential towns behind them, unassaulted; a conduct which, although perhaps the most impolitic they could have pursued, was such, nevertheless, as completely deceived the earl of Peterborough, and enabled them to carry the first object of their expedition into execution, and invest the city in form. This event was totally unlooked for by his lordship, who used exertions almost incredible for its relief: he collected, with the utmost expedition, a corps of near three thousand

land men in Valentia, and in despite of the formidable army of the besiegers, succeeded in throwing a very considerable part of them into the town, which, till then was, owing to the kind of surprize already stated, very thinly garrisoned. With the remainder, which consisted chiefly of Miquelets and irregular troops, he took post in the mountains, from whence, by sallies and desultory skirmishes, he daily harrassed the enemy and impeded their attack. At length the combined fleet arrived, the communication with the city by sea being consequently open\*, the earl went immediately on board, and taking the command of the troops that were conveyed thither by it, landed the same afternoon at their head.

The event might easily have been foreseen, the enemy raised the siege with the utmost precipitation in a few days afterwards, abandoning all their artillery and stores, together with their camp itself, in which was found so immense a depot of ammunition, and every other necessary requisite for a siege, that it was wittily said by the victors, their enemy had left them such a booty to make them some amends for the trouble and anxiety they had fruitlessly occasioned them by their vain and ill-conducted attack.

The author of sir John Leake's life has, according to his wonted custom, taken wonderful pains to depreciate the share borne by his lordship in this affair, and at the same time to attribute the entire cause of its happy issue to the conduct of sir John Leake, who commanded the fleet sent on the above service from England. Here also, as well as in other instances, relative affection and prejudice appear to have hurried his zeal beyond that prudent attention to candour and impartiality no historian ought

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\* "Soon after the earl of Peterborough came off in one of the country boats, and about ten o'clock came into the fleet, bringing with him several small Spanish barks, in which he had embarked 12 or 1400 land-men, to throw them, under the protection of the fleet, into the city. His lordship, though he assumed no command, went on board the prince George and hoisted the union flag, sir John keeping his flag still flying; and about two o'clock they came into the road of Barcelona, when my lord struck the union flag and went on shore. In the afternoon, when the fleet arrived, all the forces were landed."

Ext. from Leake's Life of Sir John Leake.

ever to lose sight of. Without the smallest intention of depreciating sir John Leake's high merit in the part he bore in the foregoing transaction, we cannot help insisting on the just claim the earl also has, on his part, to popular esteem\*. Mr. Leake speaks very contemptuously and coarsely of his conduct during the siege, and describes him to have been, what he calls, skulking in the mountains; but it is to be observed, that by that very politic measure the siege was much more effectually protracted than it could have been by his throwing himself into the town, and endeavouring to assist in its defence, with the irregular, ill-disciplined troops he commanded, which were not in any degree fit for any other service than that of a flying war.

A variety of curious and entertaining anecdotes are related of this nobleman's exploits during the above period; as they are, however, totally irrelative to his naval conduct, and would lead us to a detail we do not feel ourselves justified in entering into, we shall content ourselves with briefly remarking, they uniformly display to us the character of a consummate warrior and a most gallant man. Mr. Leake's antipathy to his lordship is clearly occasioned by his having *unfortunately* been honoured, by queen Anne, with the appointment, very uncommon indeed for a land officer, of joint-admiral with sir John Leake. This has been deemed by Mr. Leake more derogatory to his relation's honour than, in all probability, that relation himself thought it; and no possible pains have been spared to deteriorate his lordship's conduct, as a punishment for his having enjoyed his sovereign's favour†.

Barcelona being secured, the earl returned into Valencia; but owing to the unaccountable dilatoriness of king Charles, who, instead of proceeding instantly to Madrid, of which possession had been taken by the earl of Galway, the opportunity was lost of reducing all Spain to his obedience without a blow. Every honest effort of the earl

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\* The success of this expedition was undoubtedly to be attributed to the united exertions of both these brave men; and as both so eminently distinguished themselves, it would be highly derogatory to the intrinsic merit of either, to attempt building up exalting the fame of one by the wretched project of undermining the reputation of the other.

† See the life of sir John Leake, page 266, & seq.

of Peterborough, to extricate him from the enthrallment and supineness into which the intrigues and artifices of the prince of Lichtenstein, and other Germans immediately about his person had plunged him, was frustrated; and the whole of those exertions which had been made for his service, both by the British nation and other powers that adhered to his interest, were consequently thrown away.

The earl was in all probability induced, by this mortifying behaviour in the king, to quit Spain before the end of the campaign; but some persons, who have pretended to an extraordinary knowledge and political discernment, as well as to be better acquainted than their neighbours with those secret springs which influenced the conduct of great men about that time, have ascribed it to the inordinate ambition of the earl, who could not brook serving under the earl of Galway who was an older officer, and had headed that part of the army which had marched from Portugal. We cannot help briefly remarking, that such conduct is by no means consonant to that degree of magnanimity the generality of mankind admit the earl to have possessed. He returned to Spain in a few months afterwards, but does not appear to have, in any degree, interfered with the command of the army, otherwise than by offering his best advice as to the measures most proper to be pursued for the general advantage of the common cause. In the month of April he again departed for Italy, being appointed envoy to the duke of Savoy from king Charles, who was probably glad of so good an opportunity of getting rid of so faithful, though disagreeable a monitor. On his passage he very narrowly escaped falling into the hands of the enemy, the *Resolution*; on board which he had embarked, which ship was at that time commanded by captain Mordaunt, his youngest son, being attacked by a squadron of six ships of war, and afterwards destroyed by her commander's own order, merely to prevent her being captured.

The earl, however, being at that time engaged in a service very different from that of fighting, had the prudence and the good fortune to effect his escape, which he did by getting on board the *Enterprize* frigate, in which he passed in safety to Oneglia. After this time he ceased to have any concern with naval affairs, and

we shall therefore content ourselves with inserting beneath, an account, extracted from Collins, of the leading particulars of his life \*.

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\* " His driving the duke of Anjou, the late Philip V. king of Spain, and the French army out of Spain, which consisted of 25,000 men, though his own troops never amounted to 10,000; the possession he gained of Catalonia, of the kingdoms of Valencia, Arragon, and Majorca, with part of Murcia and Castile, giving opportunity to the earl of Galway of advancing to Madrid without a blow, are undeniable proofs of his great valour, prudence, and conduct in military affairs. His wonderful vigour in the execution of those, and several other actions during the war, surprized most men at that time, for which services he was declared general in Spain by king Charles III: and that war being looked on as likely to be concluded, he received her majesty's commission for ambassador extraordinary, with powers and instructions for treating and adjusting all matters of state and traffic between the two kingdoms. Whatever were the causes of his being recalled from Spain, it is certain that our affairs there, were soon after in a very ill condition, by the loss of the battle of Almanza, on April 25, 1707, N. S. Rouvigny, earl of Galway, then commanding the British troops. The earl of Peterborough came to the duke of Marlborough's camp at Genap, on August 22, when he left the camp at Soignes, in his journey to Holland, there being then little appearance but the remainder of the campaign would be as inactive as the preceding part of it. I shall farther take notice, that on his return to England, having brought on the examination of his conduct in parliament, after the strictest enquiry, there were no objections made to any part of his behaviour, but all his actions appeared suitable to the dignity of his character—the house of peers voting, Jan. 12, 1710-11, that, during the time he had the command of the army in Spain, he performed many great and eminent services, for which he had the thanks of their house; and the lord chancellor expressed himself in the strongest terms. In his speech to him he said, there was no enquiry into the nature of any service upon a more mature deliberation, or with greater justice, than at this time to his lordship. Such (added he) is your lordship's known generosity and truly noble temper, that I assure myself, the present I am now offering to your lordship is the more acceptable as it comes pure and unmixed, and is unattended with any other reward, which your lordship might justly think would be an alloy to it.

" My lord,

" Had more days been allowed me than I have had minutes, to call to mind the wonderful and amazing success which perpetually attended your lordship in Spain (the effect of your lordship's personal bravery and conduct) I would not attempt the enumerating your particular services, since I should offend your lordship by the mention of such as I could recollect, and give a just occasion of offence to this honourable

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The character and conduct of this noble earl having been the subject of much panegyric and abuse, it may be thought incumbent on us to say a word in support of one or the other; but they have been both carried to a much

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nourable house, by my involuntary omission of the far greater part of them.

"Had your lordship's wife counsels, particularly your advice at the council of war in Valentia, been pursued in the following campaign, the fatal battle of Almanza, and our greatest misfortunes, which have since happened in Spain, had been prevented, and the design upon Toulon might have happily succeeded.

"I shall detain your lordship no longer than, in obedience to the order I have received, to return your lordship, as I do, the thanks of this house, for your eminent and remarkable services to your queen and country, during your command in Spain."

His excellency's answer.

"My lords,

"For the great honour and favour I have received from your lordships, I return my most humble thanks, with a heart full of the truest respect and gratitude. No service can deserve such a reward. It is more than a sufficient recompence for any past hardships, and to which nothing can give an addition. I shall endeavour, in all my future actions, not to appear unworthy of the unmerited favour I have this day received from this great assembly."

"In the year 1710 and 1711, he was employed in embassy to the court of Turin, and other Italian courts, on special affairs; and on his return to England was, on Dec. 22, 1712, made colonel of the royal regiment of horse guards, then vacant by the death of Richard, earl Rivers; being also general of the marines, and lord lieutenant of the county of Northampton, he was installed at Windsor, on Aug. 4, 1713, a knight companion of the most noble order of the garter. In November following he was sent ambassador extraordinary to the king of Sicily, as well as to negotiate affairs with other Italian princes, where he continued till the queen's death, and did not return till April 2, 1715.

"In the reign of George I. he was constituted, May 25, 1722, general of all the marine forces in Great Britain; and on Oct. 22, 1727, he had the same commission from his late majesty.

"His lordship married Carey, daughter to sir Alexander Fraser, of Dotes, in the shire of Mearns, in Scotland; and by her (who died on May 13, 1709, and was buried on the 20th of the same month, at Turvey, in Bedfordshire) had two sons, John and Henry; and a daughter, Henrietta, married to Alexander Gordon, second duke of Gordon in Scotland.

"He married to his second wife A.D. 1735, Anastasia Robinson; and going to Lisbon for the recovery of his health, died there Oct. 23, that year, aged 77, and was buried at Turvey."

greater

greater extent than either reason or propriety could dictate or warrant, his advocates having exalted him into a personage rather more than human, while his enemies, on the other hand, endeavour to degrade him something below the level of any man who ever held a military command, though of the most inferior kind. To disputants so prepossessed, and at the same time so violent in their antipathies and friendships, little can be said, because prejudice dimming the eye of reason and candour, prevents it from attending to that true statement which is the result of cool dispassionate investigation. Those, however, who are unbiased in their opinions, who are no farther interested in the posthumous applause paid to his memory, than by an honest wish to do justice and to reward merit, will certainly discover many brilliant points in his character which the most inveterate malice of his enemies cannot debase; and, on the other hand, they may refuse their unqualified assent and belief of many particulars, which those who were his particular favourers would have insisted it to have been a species of treasonable infidelity to have even doubted.

Some have been enthusiastic enough to assert he carried his attachment, to the cause and person of king Charles, to such a romantic height, as to have nearly ruined his private fortune in support of the war; and, but for his very extraordinary exertions in this particular, the project of annexing the crown of Spain to the house of Austria, must have been given up long before it was. On the contrary, there are not wanting those who insist his abilities, as a warrior, were far from being of the most splendid kind; that liberality was by no means to be numbered among either his virtues or his failings; and his spirit of enterprize never went a step farther than where the applause, likely to accompany it, served to please his vanity or feed his ambition; that impatient of the smallest control, he deserted the interest of his country when he ceased to be idolized by it, and marred every plan of operations in which he was not suffered to act as supreme. Clouded however as his great and brilliant name may be by some of these trivial failings, to whose attacks human nature is perpetually exposed, few persons will be harsh enough to deny him the character he appears to have:

very justly deserved, of an able commander, a sincere friend, and an honest man.

SAUNDERS, Sir George,—is no where mentioned in any naval manuscripts, or lists, till the 11th of January 1705, when he was appointed captain of the Shoreham \*. In this vessel he did not long continue, being in a few days removed into the Seaford, a frigate of the same force as the former, and sent as a stationed ship into the Irish sea. He returned back into the Shoreham in the month of April, and continued to be employed as above-mentioned for three or four years, not improbably till near the end of the war. While thus occupied, he displayed considerable activity and merit in the only line the nature of the service permitted him, having been singularly fortunate in the capture of a number of privateers, who very much infested that coast. But no other mention being ever made of him during the remainder of the war, it is most pro-

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\* He was, however, some considerable time before this, appointed acting captain of the Seaford frigate, as we have the following account of him in a letter from Dublin, dated March 9, 1703, inserted in the Gazette, No. 4002.

“ On the 4th instant came into this harbour the Jane ketch of this port, Robert Irwin master, from Lisbon, laden with wine and fruit, and gave advice that he had been taken on the 2d, off Wicklow, by a French privateer of eight guns and fifty men, monsieur Pervinc commander, belonging to St. Malo's, and had ransomed his ship for 325 l. whereupon his grace the lord lieutenant immediately ordered captain Saunders, in his majesty's ship the Seaford, and the Charlotte yacht, captain Breholt commander, (having forty landmen on board) to go in quest of the privateer. The 5th, by break of day, they sailed to the southward, and went out at Wicklow swatch. About noon the man of war spied a sail, which he immediately chased. About one o'clock they saw a second sail; and captain Saunders concluding them to be the privateer and a prize, having seen boats pass between them, made all the sail he could after the privateer; and about four in the afternoon came within shot of him, both rowing, there being but little wind. The privateer steered to the Welsh coast; and a gale arising at W.N.W. about eleven at night the privateer got into Carnarvon bay, and the man of war came so near him as to shoot his fore-mast by the board; and after having fired a broadside, sent his boat on board and took him, and the 7th, at night, brought him into this bay.”

He continued on the same station for a considerable space of time after this, principally employed in conveying the trade between England and Ireland.

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bable he never had the good fortune to meet with any of those opportunities of distinguishing himself, through which he afterwards very honourably procured so much celebrity and popular favour.

His first introduction, as it may be called, into notice, was effected through that great and eminent commander Sir George Byng, who having observed in him all those qualities which he thought necessary for a man holding that station to which he procured his appointment, nominated him for his first captain at the time he took the command of the fleet sent to the Mediterranean, against the Spaniards, in the year 1718. Through the whole of this expedition he was treated by Sir George as a friend, in whose advice he placed the utmost confidence, and to whom he always trusted the most difficult and delicate negotiations. As soon as the fleet arrived off Messina, captain Saunders was sent, by the admiral, with a letter to the marquis de Lede, inviting him to a conference, and using every possible argument to conciliate matters and prevent the dispute, between the courts of England and Spain, from being referred to the final decision of arms. If any thing could have contributed to so desirable an arrangement, it would have been the mild and calm disposition of captain Saunders as a negociator, who, to all the firmness which is the natural consequence of intrepidity, knew well how to join the moderation of a man, who justly considered war as a national evil, of all others most to be avoided. The marquis, however, soon put a stop to this pacific attempt, by declaring, in the most unqualified terms, that he had no power to treat, and that he would pursue his orders, which were to seize Sicily.

The subsequent events, of which the total defeat of the Spanish fleet, under admiral Castagnetta, is the most memorable, are well known to all; and the conduct of captain Saunders in that encounter in particular, as well as the essential service he rendered his commander-in-chief, who failed not to make the most honourable mention of him, so recommended him to the notice of king George the First, that, in the year 1720, immediately after his arrival in England, he received the honour of knighthood. On the 1st of April 1721, he was appointed one of the commissioners of the victualling-office,

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a station

a station which he continued to hold till the 15th of August 1727, and then quitted it on being promoted to be comptroller of the navy accounts. Although he might now be supposed to have, in some measure, quitted the line of active employment, yet, when he had risen in rank and seniority in the service so far, that his promotion to be a flag-officer became proper and justifiable according to the accustomed etiquette of naval appointments, he was advanced to that station as early as though he had continued in actual commission during the whole of the intervening period.

He was appointed rear-admiral of the blue on the 29th of June 1732, and promoted to be rear-admiral of the red on the 26th of February 1733-4. He does not appear, however, to have ever gone to sea in either of the above capacities, and indeed survived his last promotion but a very short time. At his decease, which happened on the 5th of December 1734, he was, as we have already stated, rear-admiral of the red, a commissioner of the navy, and representative in parliament for Queenborough in the isle of Sheppy.

VAUGHAN, Francis, was, on the 29th of May 1705, appointed captain of the *Kinsale* frigate: he was quickly afterwards removed into the *Hastings*, a vessel of the same rate, and employed in the German Ocean, principally in convoying the fleets to and from Holland and the Baltic. This occupation proved fatal to him in the month of February 1706-7; and we have the following account of this unhappy disaster in a letter from Yarmouth, dated February the 10th. "Yesterday sailed out of our road her majesty's ships the *Hastings* and *Margate*, with a fleet of about one hundred merchant ships, bound for Holland; but the wind coming contrary, the fleet was obliged to put back again that evening. Her majesty's ship the *Hastings*, in coming in, struck on the sands, and in half an hour's time overset: about thirty of her men got hither in their boats, but it is feared many of the rest perished." Captain Vaughan was among the latter.

ADLINGTON,

1706.

ADLINGTON, James, — is known only as having been appointed captain of the *Falkstone* \* on the 7th of January 1706. He died in England on the 15th of October 1709, being, as it is said, captain of the *Tibury*;

CANDLER, Bartholomew, — was, on the 27th of January 1706, promoted to be captain of the *Falcon*. We do not find any other mention made of him, except the mere date of his death, a circumstance most probably imputable to his ill fortune only, in having been employed on services totally uninteresting. He died in the West Indies on the 22d of October 1722, being at that time captain of the *Launceston*, of forty guns.

CLIFTON, John, — was appointed a lieutenant in the navy about the year 1691; and in 1693 we find him in that station on board the *Soldados* Prize, a ship of forty guns. We have not been able to procure any farther information concerning him till the 2d of February 1703, at which time he was promoted to be captain of the *Dolphin* frigate; whether he ever had any command material enough to merit particular notice does not appear, for no other mention is made of him, except that he died on the 21st of March 1723, not holding at that time any commission.

CREMOR, or CREAMER, Henry, — was appointed a lieutenant in the navy very soon after the revolution; and as far back as the year 1693, served as first lieutenant of the *Humber*, of eighty guns, commanded by captain Lionel Ripley. He was not, however, advanced to the rank of captain in the navy till the 16th of January 1706, when he was made commander of the *Guardland* frigate. He was, not long afterwards,

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\* He is supposed to have been appointed acting captain of the *Winchelsea* on the 18th of December 1704; in which station he probably continued till his above promotion.

removed into the Katherine yacht; in which vessel he died, at Lisbon, on the 13th of April 1707.

**DELAVAL**, Robert, — was the younger brother of admiral George Delaval, of whom we have already given some account. This gentleman is no where mentioned in the service till his appointment, on the 30th of April 1706, to the command of the Falcon frigate. He was previous to that promotion lieutenant of one of the ships sent to the Mediterranean under sir J. Leake, who advanced him to the station just mentioned, as a reward for his own intrinsic worth, and as a well-deserved compliment to his brother George, who was sent home as a passenger on board the Falcon, with the important news that the enemy had been compelled to raise the siege of Barcelona.

Captain Delaval returned to the Mediterranean; and, having unfortunately contracted the small-pox, died, in his original command, at Genoa, on the 29th of January 1707-8.

**DOILEY**, or **DORLEY**, George, — was, about the latter end of the year 1705, appointed lieutenant of the Tartar frigate. He continued to serve in this station till the 10th of July 1706, when, having conspicuously exerted himself at the capture of the Childs Play frigate, of twenty-four guns, he was, very deservedly, promoted to the command of that prize. This commission was immediately confirmed by the admiralty from the date of the capture; and captain Doiley soon afterwards was ordered to the West Indies. He there unfortunately perished, his ship being lost in an hurricane, off St. Christopher's, on the 30th of August 1707.

**GRANARD**, Sir George Forbes, Earl of, \* — was the third son of sir Arthur Forbes, second earl of Granard, and Mary,

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\* Archdale gives us the following curious etymology of the name of Forbes; and we have added to that, an abridged account, from the same author, of the genealogy of this ancient family.

" This family, says the ancient Scotch historian Boece, as quoted by sir David Dalrymple, were originally called Bois; but one of the family having killed a mighty bear that infested the country, they assumed the coat of armour they now use, and the name of Forbes. This celebrated person was the son of Alexander Bois, lord of the castle

Mary, eldest daughter of sir George Rawdon, of Moira, in the county of Down, baronet. Having entered very early in life into the navy, he was, on the 16th of July 1706, promoted to the command of the *Lynn*; but no notice is taken as to the particular service or station on which this ship was employed. In 1708 we find him to have been promoted to be captain of the *Sunderland*, a fourth rate, of sixty guns. Some have asserted he conti-

castle of Urquhart, which being assaulted and taken by king Edward the First, in the year 1304, that monarch ordered all the prisoners to be put to death, except the wife of the above-mentioned Alexander, who was then pregnant. The child, of which she was delivered, proved a boy; and he having slain a mighty bear, that infested the country, he received the appellation of *Forbear*; and this was afterwards corruptly pronounced *Forbes*.

"They had sundry grants in the Mearnes from king Robert Bruce; and the land of *Forbes*, in the shire of Aberdeen, from king Alexander II., from whose reign, in the thirteenth century, that castle hath been the seat of the chief branch of the family.

"Alexander *Forbes*, the son of Alexander *Bois*, loyally adhering to king David Bruce (son of the said Robert) against Edward *Baliol*, who, by the assistance of king Edward III. had usurped the crown of Scotland in 1331, was killed in the battle of *Duplin* the year after.

"To him succeeded sir John *Forbes*, his son, who was knighted by king Robert II. successor to his uncle David (in whose service his father was killed) and being seated at castle *Forbes*, was styled sir John *Forbes* of that ilk (a term used in Scotland, when the name of a family and seat are the same) and acquiring from Thomas, earl of *Mar*, several lands in the county of Aberdeen, was confirmed therein by the charter of the said king, in 1393; and in 1395 appointed justiciary within the bounds of Aberdeen, and coroner of that shire. He married Elizabeth, daughter of — Kennedy, of *Dunure*; by whom he had three sons, sir Alexander, his heir; sir William (who married Margaret, daughter and heir to sir William *Frazer*, of *Philorth*, with whom having the barony of *Pitligo*, and a son, Alexander, he was ancestor to Alexander *Forbes*, created, 24 July 1633, baron of *Pitligo*, whose descendants enjoy that title); and sir John the third son, who obtained the *Thanesdom* of *Formartin*, by the marriage of Margery, daughter and heir to sir Henry *Pretton*, of *Formartin*; and was founder of the family of *Tolquhon*, from whom branched those of *Foveran*, *Watertown*, *Coloden*, and others.

"Sir James *Forbes*, only son of the above-named Alexander, was created lord *Forbes* by king James the Second of Scotland; and from Patrick *Forbes* his younger son, was lineally descended sir Arthur *Forbes*, of *Castle Forbes* in the parish of *Clongish* and county of *Longford*, baronet, who was advanced, by king Charles the Second, to the dignity of earl of *Granard*, on the 30th of December 1684."

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nued captain of this ship till the year 1713, when he was, say they, removed into the *Greenwich*, which was also a fourth rate. In the first part of this account they are undoubtedly mistaken, for in the year 1711 the *Sunderland* was employed on the expedition against Canada, under sir Hovenden Walker, and was at that time commanded by captain Gore.

How long he continued captain of the *Greenwich*, in which ship he sailed for Lisbon immediately after his appointment, does not appear, nor can we collect any farther particulars relative to his naval life till the year 1726, when we find him commander of the *Canterbury*, of sixty guns, one of the squadron employed on the Mediterranean station, under admiral Hopson, to whom he was captain, and afterwards under sir Charles Wager, who succeeded him. The events of the temporary war which took place, and in expectation of which the force just mentioned was sent thither, were not only extremely uninteresting, but have been already sufficiently reported in the life of admiral Wager. The siege of Gibraltar was the most conspicuous transaction, and, indeed, the only one worth notice; and it happened to fall to the lot of lord Forbes to be the person who should give the first manifest proof of the commencement of hostilities on this occasion.

This event took place on the 11th of Feb. 1726-7. An answer, by no means satisfactory, had been given by the Spanish general, to a spirited remonstrance sent from the governor; and in consequence of the unusual preparations

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“ He served in parliament for Queenborough in Kent; and on the 27th of Feb. 1725, being summoned, by writ, to the house of peers in this kingdom (Ireland), by the title of lord Forbes, took his seat 7th of September following. Twenty-fifth of November 1729, he was appointed captain-general and commander-in-chief in and over the British Leeward Caribbee islands in America, with full power, not only to appoint a court of judicature, nominate persons in the several provinces to administer the oaths, and to pardon or condemn any pirates or other criminals, but to erect plat-forms, castles, fortifications, and towns, and to furnish the same with ordnance and ammunition necessary for the defence of those islands. On 10 December it was ordered by the house of peers, that he should have leave to be absent from the service of that house, to attend his said government: but in June following he resigned this commission.”

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and construction of batteries, Lord Forbes, who was then lying with his ship at the head of the old mole, about half past three o'clock in the afternoon, fired a single gun over their most advanced battery; as he also did a second, after an interval of half an hour. These were to be considered as mere signals of what was intended on the part of the garrison, who, towards evening, commenced an heavy fire on the enemy's works, from Willis's and the other batteries, whose guns could be brought to bear on them. The Squadron was principally occupied in cruising off the Straights to prevent the enemy from receiving any reinforcements by sea; and during such an employment we can scarcely expect having it in our power to communicate any thing very interesting. Lord Forbes, however, had at least the satisfaction of being as much concerned as any of his contemporaries who were joined with him on the same service, in those trivial occurrences which served to distinguish the period alluded to, from one of profound peace.

On the 11th of March, being detached on a cruise, in company with the Royal Oak, from the main body of the Squadron, they fell in with and captured a new Spanish ship of war, mounting forty-six guns, bound from St. Andero to Cadiz. This vessel struck to the Royal Oak, which is erroneously said to have been commanded by his lordship, who certainly was on board the Canterbury at the time alluded to; and, as we believe, was not able to get up till just as the enemy surrendered. The prize was carried into Gibraltar on the 13th; and three days afterwards his lordship sailed for Lisbon, having under his orders the Colchester and Dursley Galley, with a considerable fleet of merchant-ships under their convoy. Having returned to Gibraltar immediately after having executed this service, he was ordered, on the 2d of April, to take under his command the Tyger, Colchester, Winchester, and Lyme, with the Cruiser and Hawke sloops of war; which ships, added to the Canterbury, were destined for the attack of the small island, near Anziza, on the opposite side of the bay, where the enemy had erected a battery. All the boats in the fleet, manned and armed, were ordered to attend and support them; and, in short, every disposition was made, every possible precaution was taken, to ensure

success; but the wind flattening to a dead calm, the assault was obliged to be deferred, and does not appear to have been ever afterwards re-attempted.

A cessation of hostilities took place in the month of June; but the Squadron did not return to England till after the final arrangement and conclusion of the articles of peace. It is not, however, in any degree necessary to attempt recording the several uninteresting occupations in which this part of his lordship's service was consumed in common with the rest of his colleagues. He returned home in the month of April 1728, and does not appear to have gone to sea any more till the year 1731, when he commanded the *Cornwall* of eighty guns. This ship was one of the fleet sent to Cadiz, under sir Charles Wager, to settle the difference between the Spaniards and the emperor, which was accommodated under the mediation of Britain, as already related in the life of that brave admiral\*, who commanded the expedition. After his return to England his lordship was, in the month of April 1733, appointed minister-plenipotentiary to the emperor of the Russias, and embarking on the 9th of May, arrived safe at Peterburgh on the 21st of June following. During the time he was employed in this very honourable service, he was, according to Hardy, Archdale, and some others, promoted, on the 11th † of May 1734, to be rear-admiral of the white ‡. He received the information of this promotion on the 25th of June following, and letters of recall almost at the same time. The Czarina, at his audience of leave, after expressing the utmost satisfaction at his conduct, and highest sense of his merit and abilities, presented him with a diamond ring of very considerable value, which she took from her own finger; she at the same time honoured him with her picture elegantly set with diamonds, and ordered him a purse of six thousand rubles in specie.

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\* See the life of sir Charles Wager, Vol. II. p. 452.

† We believe on the 4th.

‡ A private memorandum of his promotions furnishes us with the following dates:

" R. A. of the white, June 29, 1732. V. A. of the blue, Feb. 16, 1733. V. A. of the white, March 2, 1735."

We thought it best to insert the above, though, to say the truth, we cannot place much confidence in the information.

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By the death of his father, on the 24th of February 1734, he became earl of Granard; and pursuing the information of Archdale, Lodge, and others, we have to add, "he was made rear-admiral of the red on the 17th, or, rather, 16th of December 1734; and on the 30th of April 1736, was promoted to be vice-admiral of the blue\*." In the month of June 1738, he was appointed commander-in-chief of a squadron of ships intended for the West Indies, which he very soon afterwards resigned, and does not appear to have accepted of any command afterwards. "He was regularly and progressively promoted in the rank of admiral, till he attained the highest post, that of admiral of the fleet, which he held for some years† before his death, an event which happened on the 29th of October 1765, he being then in the 80th year of his age."

In 1741 his lordship was elected representative in parliament for the boroughs of Air, Irwin, &c. in Scotland. He was nominated one of the members of his majesty's privy council, and governor of the counties of Westmeath and Longford, which he resigned in 1756; and was succeeded in that of Longford by his eldest son on the 8th of October in the same year. He married Mary, eldest daughter of William, first lord Montjoy, and relict of Phineas Preston, of Ardsfallow, in the county of Meath, esq.

**JACKSON, Robert.**—Of this gentleman we know nothing, till we find him, on the 11th of February 1706, appointed captain of the Sorlings frigate. No particular notice is taken of him, and he never attained any very consequential command in the service, from which he was dismissed, by the sentence of a court-martial, held on him at Greenwich, on the 14th of February 1709. Rear-admiral Hardy places this circumstance in the year 1715, and one private memorandum we have met with makes it as late as the year 1725, while another states it to have happened in the year 1711. The account first given we believe most to be relied on; his offence is

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\* Others say he was appointed vice-admiral of the blue on the 2d of March preceding the date above given.

† This part of the information, which is derived from Archdale's Peerage, is a mistake; the earl resigned the service before the year 1740.

called,

called, in general terms, a breach of discipline; and some have given, as a milder punishment, that he was only sentenced to be suspended from the service during the pleasure of the lords of the admiralty. He does not appear, however, to have been again employed, no other information relative to him having come to our knowledge, except that he died on the 28th of October 1726.

**JAMESON, William,**—entered into the navy immediately after the Revolution; and after a proper probationary service as an inferior officer, was appointed 5th lieutenant of the Royal Sovereign towards the end of the year 1692. We do not find any farther mention made of him during the reign of king William, or, indeed, afterwards, till his promotion, on the 13th of January 1706, to be captain of the Experiment. He died, as we believe, in the same command, towards the end of the same year.

**LESTOCK, Richard,**—was the son of captain Richard Lestock, of whom a short account is given in the first volume\*. We have been unable to investigate any particulars relative to his early service, the first information we have concerning him being his appointment, on the 29th of April 1706, to be captain of the Povey. He was at that time on the Mediterranean station; from whence he was sent, in the month of September, with the important news of the surrender of Alicant. He returned back immediately; and in the month of December following we find him employed with the captains Coney and Stanhope, as just now related in the lives of those gentlemen.

His next command, that is particularly noticed, was that of the Weymouth, in which ship we find him, in 1711, serving, first, on the American station; from whence he afterwards, towards the end of the summer, went to the West Indies, where he remained under commodore Lintolton. He here acquitted himself highly to the satisfaction of his commander-in-chief as well as of all his contemporaries and colleagues, having, on every occasion, displayed the character of an active and diligent officer, as well as of a gallant man. His successes, while thus

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\* See page 294.

employed,

employed, consisted of one or two small privateers captured by himself, with the *Thetis*, a French ship of war of forty-four guns, and several other ships of inferior note, in the taking of which he was assisted by the *Windfor*. Peace being soon afterwards concluded, no farther opportunity presented itself to this gentleman of distinguishing himself till the year 1717, when he commanded the *Panther*, of fifty guns, one of the fleet sent to the Baltic under sir George Byng, for the purpose of overawing the Swedes, who appeared very restless, and were at that very time actually projecting an invasion of England in favour of the Pretender. The *Panther* was ordered, by sir George, to cruise off Gottenburg, and other ships were, at the same time, detached to such different stations as were judged most likely to distress the enemy, and bring them to reason, the road of Copenhagen being made the general rendezvous of the fleet. Captain Lestock had at least his share in the trivial events and success which took place, in consequence of the above arrangements, having captured two or three of the enemy's privateers, besides rendering other service, which, although from its trivial nature, may be considered as by no means raising the character of a gallant officer, may certainly be allowed highly conducive to the establishment of that of an active one.

This trait in his character did not pass unnoticed by sir George, who from that time, on all possible occasions during his life, warmly espoused his interest, and in the following year particularly, procured him to be appointed to the command of the *Barfleur*, the ship on board which he was to hoist his flag, as commander-in-chief in the Mediterranean, on the expedition against the Spaniards. His subsequent conduct while they were thus connected in service, appears to have fully justified the good opinion entertained of him by so able a commander; but after he returned to England, on the evacuation of Sicily and the conclusion of hostilities, he does not appear to have had any naval appointment till after the accession of king George the First. In 1728 he commanded the *Princess Amelia*, of eighty guns, one of fifteen ships of the line ordered to be equipped for immediate service; but he is not known ever to have gone to sea as her commander. In the following year we find him captain of the *Royal*

Oak, of seventy guns, one of the fleet ordered to be equipped for sea, under the command of sir Charles Wager, in consequence of the reiterated insults and depredations of the Spaniards, but which, on account of their early submission, never put to sea. The anti-ministerial party of that time were loud in their clamour against the expence in which the nation was, according to their opinion, wantonly involved by an armament, which, as they said, rendered no service. These ill-founded and illiberal philippics were best answered by the following epigram.

"E portu non est ut solvat classis: Iberis

Instructæ et junctæ fama futura fat est.

Sic aquilam simul ac pennas extendere constat,

Continuo imbellis testâ Columba petit."

Mr. Lestock remained captain of the Royal Oak, which continued to be employed as a guard-ship, till the year 1731. He was then sent with sir C. Wager on his expedition to the Mediterranean; but during that period, as it was merely of a conciliatory nature, Mr. Lestock was concerned in nothing interesting. From this time till after the serious re-commencement of war with Spain, we find no mention whatever made of him. He appears, but on what account we know not, to have, during this interval, in some measure retired from the service, as many commanders, who were juniors to him as captains, were promoted to the rank of admiral many years before him\*. It is not improbable that the remembrance of this circumstance, continually sharpened by the very violent impetuosity of temper he was known to possess, might have contributed to encrease many extravagant points in his conduct, which his enemies may have represented in their most glaring colours, but which his warmest friends have never been able to refute or defend.

Early in the year 1740 we find him commanding the Boyne, a third rate of eighty guns; on board which ship he afterwards hoisted a broad pendant as an established commodore, and commander of a division of the fleet sent out under sir Chaloner Ogle, in the month of November, to reinforce vice-admiral Vernon, who was then in the West Indies. The first operation of their united force, a

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\* The earl of Granard; admirals Haddock, Hagar, Robinson, and sir Chaloner Ogle.

force

force infinitely more powerful than had ever before been seen in that part of the world, was the attack of Carthagenæ. But passing over the general detail of events which took place during this unfortunate expedition, we shall here confine ourselves to such only as Mr. Lestock was more immediately concerned in. The fleet arrived in the bay of Playa Granda on the 4th of March, but no show of attack was made till the 9th. The commodore with his division was left at anchor, while the two other squadrons, under Mr. Vernon and sir Chaloner, proceeded to attack the several forts and batteries which defended the entrance of the harbour of Carthagenæ. On the 23d Mr. Lestock, with five ships of his squadron, was ordered to get under weigh and attack the sea-front of the castle of Bocca Chica, the most formidable of all the defences the Spaniards possessed, the fort of St. Lazar, which was the citadel of Carthagenæ, excepted. The commodore executed the service allotted to him with the greatest activity and spirit, but apparently with little other success than that of having created a temporary diversion, and thereby, in some degree, facilitated the assault from the land side. The attack was renewed on the following day, and with the same kind of secondary success, for the land-batteries effected a breach during these combinations of assaults, which having encouraged the British to make the necessary dispositions to storm the fort, the Spaniards avoided the shock, by evacuating their works at the instant the assailants were prepared to enter the breach.

In all the subsequent operations of this unfortunate expedition Mr. Lestock appears to have had little or no concern; and after its final failure was, according to the instructions the admiral had received, ordered for England with twelve two-decked ships and five frigates; those which remained being a force adequate to the service of the West Indies, after the hopes of conquest were reluctantly abandoned. Having removed his broad pendant into the Princess Carolina, he sailed from Port Royal on the 20th of June, with a fleet of merchant-ships under his protection, and arrived in safety, with such ships as were bound for England, the latter end of August. Soon after his return he was ordered for the Mediterranean, where he arrived in the month of February 1741-2, and served for a short time under admiral Nicholas Haddock, whom

he was sent to reinforce. During this period he exhibited some proofs of that impatient temper, and improper professional pride which afterwards becoming infinitely more apparent, cannot but be condemned even by those who are so warmly attached to him, as to insist no part of his conduct was ever injurious or prejudicial to the cause and interests of his native country, which employed him. On the 13th of March following he was promoted to be rear-admiral of the white\*, which was the first flag he ever hoisted. Mr. Haddock's health being in a very precarious state, and compelling him to solicit his recall, Mr. Mathews was purposely advanced to be vice-admiral of the red as his successor: and Mr. Haddock being obliged, for the reason just stated, to give up his command, Mr. Lestock was left in that trust during the short period which intervened before the arrival of the former.

Short as was this opportunity of displaying the leading features of his mind in colours more striking than he perhaps had before been able, he failed not to avail himself of it in its utmost extent. The circumstance particularly alluded to will be found hereafter in the life of commodore Barnett. It is a strong indication, and, indeed, proof of that too common human frailty which influencing the minds of men, not possessed of principles most truly noble, induces them to exact obedience in terms which politeness, or, perhaps, decency can hardly excuse: although when themselves reduced to a subordinate station, they know, but ill how to bend, and conform themselves, on any terms, to that behaviour, their country's welfare, and the well-known principles of military regulation unequivocally demand. Mr. Mathews arriving in the Mediterranean about the month of May, took upon him the command of the fleet. Mr. Lestock is said, by those who wish most

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\* He was advanced, on the 9th of August 1743, to be rear-admiral of the red; and again, on the 7th of December, experienced a farther promotion to be vice-admiral of the white.

A curious circumstance took place relative to these promotions. Owing to some delay or accident in sending out the official information of the first, that of the second followed it so soon Mr. Lestock had his flag flying one day only as rear-admiral of the red: on the succeeding morning he hoisted that of vice-admiral of the white. He was at that time on board the *Namure*, in which ship he continued while he remained in the Mediterranean.

to excuse his conduct, to have conceived a disgust \* at being thus superceded, and to have retained it during the whole time the cause of it continued, which certainly was till he was sent home prisoner to England by his commander-in-chief, as will be presently seen.

To offer any remark on the propriety of so strange a defence, would be only to aggravate the shame attached, in the opinion of many, to the memory of a man whose errors may be now forgotten, as the evils, if any, they occasioned, have long ceased to be felt. To the brighter side of his character, as a man of general ability and gallantry, we ought only now to turn, as a pleasing prospect ought ever to engage the attention of the human mind more than a terrific one. We shall therefore only briefly observe, there are some advocates who materially injure the cause and defence of their clients by offering, as an excuse, circumstances, which if true, actually enhance, instead of palliating criminality. Mr. Lestock was, in the first instance, not of a rank in the list of admirals sufficiently exalted to entitle him, with propriety, to expect so extensive a command; and if he had, he could by no conduct have proved himself so little qualified for it, as by betraying the smallest discontent at not having obtained it. Whatever private feuds or animosities might have taken place between men on whose cordial confidence in each other the service of their country so much depended, they should in themselves not have been violent enough to come to an open rupture, and they would at least have obtained the negative praise of not having permitted their quarrel to reach a dangerous height. Some, who are most loud in their censure of Mr. Lestock, insist that he purposely and cautiously avoided betraying the smallest displeasure or resentment against Mr. Mathews, till he congratulated himself with having found an opportunity of completely undoing him.

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\* At their first meeting a cloud of mutual disagreement appeared to lour inauspiciously on such services as these gentlemen should be destined to attempt carrying into execution jointly. Mr. Lestock had neglected to send a frigate, as he had been instructed, to meet Mr. Mathews and his Squadron on his first arrival in the Mediterranean; and that gentleman, irritated not only at what was, perhaps, intended as a personal insult, but at so manifest a breach of discipline, took occasion, with some warmth, to reprimand Mr. Lestock on their first meeting; and what was still more mortifying, the commandant of Nice, and several foreign generals, were present.

The circumstances of the action itself, as well as its consequences, have been already given at some length in the life of Mr. Mathews, whose former disapprobation of his colleague's conduct received no small addition by his behaviour on the latter occasion. On their arrival at Port Mahon these feuds appeared rather to encrease than abate, and ended not, but in Mr. Lestock's suspension from command. He was sent to England as a kind of prisoner on board the Salisbury, and Mr. Mathews preferred a charge against him to the following effect.

"That he, not obeying his signals, and falling too far a stern the night before the action, was incapable of assisting, by which the enemy escaped. That he might have stopped the rearmost ship of Don Navarro's division, but neglected attacking them; which ships coming up to attack the admiral, he was obliged to quit the Real, which he had disabled, and would otherwise have taken. That the vice-admiral had, on this occasion, visibly sacrificed the honour of his country to gratify his private resentment. That while he nicely pretended to observe the rules of discipline, he shamefully set an example of desertion and cowardice; the necessity of circumstances arising from unforeseen events, is a superior direction to any standing rules. That it was the duty of a good officer when he saw his admiral in danger, and so ill supported by his own division, to crowd all the sail he could carry to his assistance. That no possible plea can be offered for a man, who sees his commander exposed at a distance without stirring to his relief. That the admiral was under the necessity of engaging as he did, otherwise he would have lost the opportunity of engaging at all, as the enemy's squadron were all clean, and could sail three feet to our one: and though the admiral did his duty by attacking the Spanish squadron (the only part of the enemy's fleet he could come up with) he had the mortification neither to be seconded by his own division nor that of Mr. Lestock's, who was therefore justly chargeable with the disgrace of the day."

This was succeeded; as we have before stated in the life of Mr. Mathews, by a rejoinder of the same nature against him. The tedious decisions of the different court-martials concluded the quarrel; and if these were not so successful as to convince the world in general of Mr. Lestock's innocence

noctence and perfect propriety of conduct, they at least afforded a proof of the impertinence of mankind in arrogantly pretending to prejudge points which they do not understand, and which it seems they not unfrequently are led to misconceive.

Mr. Leftock being, by the judgement of the court, legally restored to the service, was, on the 5th of June 1746, promoted to be admiral of the blue, and appointed to command a strong squadron, which had been originally intended for the reduction of Canada; but that expedition being too long delayed, was at last obliged to be abandoned, as the French, in consequence of the dilatory manner in which the first equipment was conducted, had sufficient time to fit out a force infinitely superior and fully competent to counteract that of England. The storm of war then took a new direction, and was destined to fall on the coast of France; port L'Orient, the grand depot of the French East India company, being the first object of attack. The strength of the armament was judged by all parties fully equal to the undertaking, for it consisted of no fewer than sixteen ships of the line, eight frigates, and two bomb-ketches, having under their convoy a fleet of transports and storeships, with all the implements and stores necessary for a siege, together with a land force consisting of 5,800 effective men.

A variety of delays, which appeared unaccountable to all who were not properly acquainted with the cause of them, still prevented the execution of this long-concerted stroke; a stroke aimed at the very vitals of France, and from which it was hoped we should derive complete satisfaction for that insult to the nation, and the injury to individuals, occasioned by the support given by the enemy to the Pretender in the preceding year; not as a person whom they really and cordially wished to succeed in his enterprize, but merely to make a wanton ravage of the country, and create some diversion in favour of their army in Flanders by the most horrid of all expedients, involving a nation in a civil war. At length, on September 14, the fleet sailed from Plymouth, and arriving in safety on the coast of Brittany, anchored in Quimperly bay on the 18th. But, as if time sufficient had not been already wasted, or as though it was thought derogatory to the gallantry of a warlike nation

to attack an enemy unprovided, four days more elapsed before the army approached the city. Hostilities now appeared to be commencing in earnest; and, late as the season then was, the greatest hopes of success might have been formed, even by those who were far from sanguine in their expectations: but after a short desultory attack, conducted in a manner sufficient to have convinced the besieged that their assailants were little in earnest, even this trivial appearance of warfare ceased; it ceased at the very instant when the enemy were preparing to propose terms of surrender: such being the wretched state of the garrison, in respect to its fortifications, that the governor and the few troops under his command, deemed it absolutely untenable.

The troops reembarked on the 28th unmolested by the enemy; but as if it was intended to make them some recompence for having caused so vain an alarm, four pieces of cannon, a mortar, and no inconsiderable stock of ammunition was left behind. Various attempts have been made to account for, and explain the cause of this retreat, a retreat almost unprecedented, when we take into consideration the several circumstances that accompany it. Most people, but they are not friends of Mr. Lestock, insist that the general was induced to take this disgraceful step in consequence of the want of co-operation from the fleet, it being a part of the plan of attack that the admiral should force his way into the harbour, which some have been bold enough to insist he never even attempted.

Mr. Lestock is said to have alledged in his defence\*, that the enemy had blocked up the entrance in such a manner as to render it impossible for him to get in. To do the admiral proper justice, it does not appear that his conduct really was the cause of the failure, for if the operations of the army had been conducted with any energy, all extraneous assistance would have been needless. The principal, and, indeed, only loss sustained by the enemy, in this expedition, was the destruction of the *Ardent*, a ship of sixty-four guns, driven on shore and burnt by the *Exeter*,

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\* Campbell, with some humour and much sarcasm, observes, that "probably the signals for advancing, as with Mr. Mathews in the Mediterranean, were not made in due form."

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after a very desperate encounter. The fleet having taken on board the troops, and such stores as the English thought proper to preserve from falling into the hands of the enemy, quitted the coast of France on the 8th of October, and arrived safe without having sustained any loss during the expedition. The ministry was dissatisfied, the people murmured, but both were content with reciprocally cherishing their griefs by relating them to each other, without taking any satisfaction on the authors of them.

This was the last command ever entrusted to Mr. Lestock, who did not long survive the miscarriage, dying on the 13th of December 1746\*, as some say, of mere chagrin at the above failure, or, what is more probable, of rage occasioned by that neglect and indifference with which he found himself treated, and which his haughty spirit was little able to brook. Of all men who have been unfortunate enough in their conduct to render it the subject of party controversy, none appears to have been less qualified for such an undertaking than this gentleman; unconciliating in his manners, austere when in command, restless when in a subordinate station, he had fewer friends than fell to the lot of most men, and that number, which was gradually diminishing, his behaviour never appeared of a nature to recruit. His personal courage we believe to have been undoubted even by his enemies, and his abilities were of a class, if properly directed, to have raised him to the pinnacle of fame, and essentially to have benefited his country. Confiding too much in them, and demanding both from his equals and superiors in command a deference which all men are ready gratuitously to offer, but pay most reluctantly on compulsion, he found himself, on many occasions, in the irksome state of being neither loved nor feared. His life, however, affords this useful lesson to mankind, that neither abilities nor gallantry, even when connected together, are sufficient to form a good and revered commander, unless true benevolence of heart accompany them.

LONG, Henry.—We have no account of this gentleman previous to his appointment, on the 17th of September 1706, to be captain of the Dolphin. In the follow-

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\* In rear-admiral Hardy's list it is said 1748.

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ing year he was promoted to the Expedition, of seventy guns, under commodore Wager, with whom he continued during the time that gentleman held the West India command, and acquitted himself in a manner in every respect conformable to the character of an able and diligent officer. The circumstances of their service being so materially and intimately connected with each other, it would be a useless repetition to add any thing concerning him during the above period. We find no mention made of him in the service after his return to England, nor is it even known whether he ever was appointed to any other ship. In consequence either of some private discontent, or an unhappy temporary frenzy, he put a period to his existence by shooting himself. This fatal accident happened on the 13th of December 1723.

LUMLEY, George,—was the descendant of a very ancient and noble family long settled in the bishoprick of Durham. Having entered into the navy, and passed regularly through the necessary subordinate stations, he was, on the 17th of September 1706, promoted to the command of the Dunwich frigate. He was principally employed, while captain of this ship, in cruising off Dunkirk and the coast of Holland, for the protection of the coasting trade. In a service, generally speaking, so undistinguishable, little could be expected from it; but insignificant as it might be, he appears to have rendered it as respectable and consequential as the nature of it would permit, having, by his diligence and activity, afforded considerable protection to the commerce of that particular quarter, by capturing several of the enemy's small privateers. Being removed sometime in the year 1708, into the Burlington frigate, which was stationed as a cruiser in soundings, he died captain of that ship, on the 20th of September 1710.

MARTIN, George (2d).—The name of this gentleman occurs as having been appointed captain of the Charles galley on the 23d of March 1706. We are, however, perfectly satisfied he is the same person that we have before given a short account of\*; to that, however, we shall, on the present occasion, beg leave to make a small

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\* Vol. III. p. 199.

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addition. The *Dragon*, the ship captain Martin commanded in the expedition against Nova Scotia in the year 1710, was lost on the *Gaskets*, on the 11th of May 1711, he being at that time her commander. Himself and his crew preserved their lives; and this providential escape might probably induce him to retire from the service.

PAUL, John,—entered into the navy soon after the revolution, and early in the year 1696 was promoted to be third lieutenant of the *Chichester*. He does not appear to have met with any signal opportunity of distinguishing himself during the reign of king William; but soon after the accession of queen Anne, having been appointed first lieutenant of the *Kent*, he displayed the most singular gallantry in the attack of three French corvettes, which had taken shelter with a fleet of merchant-ships in a bay near Mount St. Michael. Rear-admiral Dilkes, who was ordered out with a small squadron for the express purpose of destroying the enemy's coasting trade, having received intelligence of this expected prize, and finding them hawled in so close to the shore as to be out of the reach of his larger ships, ordered all the boats of the squadron to be manned and armed, and supported by the smaller vessels, which drew little water, to attempt cutting out, or, at worst, destroying them. One of the corvettes, called the *Joyeuse*, mounting fourteen guns, was burnt by the boats of the *Kent*, which were commanded by Mr. Paul, who was desperately wounded on this occasion, by a musquet shot, through the lower jaw. A considerable time elapsed before he so far recovered his health as to be in a condition to return to the service, a circumstance which, in some measure, retarded his promotion to the rank of captain, which did not take place till the 12th of September 1706. He was then appointed to the *Mary galley*, a command in which he appears to have had no opportunity of encreasing his already justly acquired character, as a man of gallantry and conduct\*.

In the year 1709 he was promoted to the *Hastings*, a frigate ordered on the Irish station, where he was very

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\* He was one of the members of the court-martial, held on board the *Albemarle*, for the trial of *Mr Thomas Hardy* on the 10th day of October 1707.

fortunate,

fortunate, having made many very valuable prizes\*, and eminently contributed to the protection of commerce by scouring the coast and keeping it clear of the enemy's privateers. His other occupations were those of convoying the outward-bound ships so far to the westward as to set them clear of danger, and of occasionally accompanying those of inferior value, which sustained the commerce between Great Britain and Ireland. He continued in the same line of service for many years, never having changed either his ship or station, as we believe, during the war. We do not find him to have received any commission after the accession of George the First, as no mention is made in any of the admiralty papers or lists we have seen, even of his death. We learn, however, from a private memorandum, that he died in England on the 3d of April 1720.

ROBERTS, John.—We know nothing of this gentleman till he was, on the 19th of April 1706, appointed captain of the Elephant storeship. His advancement in the service was remarkably slow, and the services on which he was employed little consequential: a cause most probably accidental in itself, but unhappily most commonly productive of a uniform effect. We find no mention whatever made of this gentleman till the year 1728, when he commanded the Argyle, of fifty guns. In this ship he continued till 1731, when he was promoted to the Norfolk, a third rate of eighty guns, one of the fleet ordered for the Mediterranean, under sir Charles Wager, for the purpose of accommodating the difference between the emperor and the king of Spain; and that the same kind of ill-fortune might continue to attend him, no particulars worth relating fell to his share during the time he held either of the above commands. He soon afterwards retired from the service on a small pension, and died on the 11th of February 1744.

\* Extract of a letter from captain Paul, dated on board the Hastings, Cork harbour, Feb. 29, 1709-10.

"On the 9th instant we took a ship called the Marquis, from St. Domingo, bound to St. Maloe's, burthen one hundred and fifty tons, fourteen guns, having on board two hundred hogheads of sugar, three thousand hides, eight casks of indigo, and twelve thousand dollars."—See also Gazettes, No. 4731 and 4854.

VERNON,

• VERNON, Edward,—is a descendant of the very ancient and honourable family of the Vernons\*, who were persons of the highest trust in the reign of William of Normandy, surnamed the Conqueror, with whom they came into England, and obtained very considerable landed possessions as a reward for their services. Mr. Vernon having made choice of a naval life, was, on the 22d of January 1706, after having previously passed through the several subordinate stations and ranks in the service, promoted to the command of the Dolphin frigate.

\* Of which we have the following heraldic account.

“ This noble family is descended from the lords of Vernon, in the duchy of Normandy. Their common ancestor, William De Vernon, assumed his surname from the town and district of Vernon, whereof he was sole proprietor, anno 1032. He founded and richly endowed the collegiate and parochial church of St. Mary, in Vernon, for a dean and secular canons, and lies interred there under an altar monument, whereon is his effigy. He had two sons, Richard and Walter, who both came into England with William the Conqueror: the younger obtained the lordships of Winsleton, Nettle, Ledlam and Breston, in Cheshire; Hatwell, Adstock, and Plate Morton, in Bucks; and had a share of his father's possessions in Normandy: but dying without issue they descended to his elder brother, Richard De Vernon, lord of Vernon, who was one of the barons created by Hugh Lupus, to whom William the Conqueror, in the 20th year of his reign, granted the county palatine of Chester. It appears from Doomsday Book, that this Richard De Vernon, first baron of Shipbroke, held the lands and manors of Arton, Pilton, Shipbroke, Crew, Hettune, Cocheshall, Wice, Mataterne, Waintune, Devenham, Dovestock, Adeline, Boetbury, and others. He was a benefactor, with Hugh Lupus, to the abbey of St. Werburgh, in Chester; and in temp. Wm. II<sup>d</sup>, gave tythes of Easton and Pilton, to that abbey. He was succeeded by his eldest son and heir, William De Vernon, whose son, Hugh De Vernon, living in 1119, was also lord of Northwyk, and with Richard, earl of Chester, likewise a great benefactor to the abbey of St. Werburgh. He married the daughter and heir of Richard De Baillot (or Magdip) lord of Erdewick and Helgrave; by whom he had issue inter alios, Warine De Vernon, fourth baron of Shipbroke, living temp. Henry III<sup>d</sup>; whose eldest son, Richard De Vernon, living 37 Henry III<sup>d</sup>, had a grant of the custody of the castle and manor of the Poole; and dying before his father, left issue four sons; whereof William, the third, was chief justice of Chester; and Warine, the eldest, married Auda, third daughter and one of the co-heirs of William Malbank, baron of Wich Malbank, now Nantwich, in the county of Chester (descended from William Malbank, baron of Wich Malbank, in 20 Wm. I<sup>st</sup>) with whom he acquired a great number of manors in that county, and was the father of Warine de Vernon, baron of Shipbroke.”

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At the time above-mentioned he was employed on the Lisbon and Mediterranean stations, under sir John Leake, who soon afterwards appointed him to the *Rye*, and dispatched him for England, in the month of August following, with news of the surrender of Alicant. He returned back to the Mediterranean in the same ship, and continued there till the end of the year 1707, under the command of sir Cloudesley Shovel. He returned safely to England, with the major part of the fleet, in the month of October, having escaped the melancholy fate which befel his admiral, and others his brave companions. He was almost immediately after his arrival promoted to the *Jersey*, a fourth rate, and ordered for the West Indies, in the month of May, under the command of captain John Edwards, who went thither with a small reinforcement for the squadron already there under sir C. Wager.

Mr. Vernon arrived there about the end of July, and the hurricane season then approaching, no mention is made of his having been ordered for sea till the month of January following. The alarm of an expected attack on Port Royal, by a strong squadron under the command of the well-known French partisan Du Guè Trouin, having then in a great measure subsided, the *Jersey*, and several other ships of the squadron, were ordered out on separate cruises as the most effectual mode of injuring the commerce of the enemy. Captain Vernon was exceedingly successful in this employment; and though his good fortune was of a nature little calculated to encrease his fame, or enrich him in that extent many have experienced, yet if neither of these ends were accomplished, by so much is he, perhaps, more entitled to public favour, that his diligence may not by one means or other appear to pass unrewarded. He continued to command the *Jersey*, and remained in the West Indies nearly till the end of the war; but such was the poverty of naval occurrences in that part of the world, during the above period, that we find no other mention made of him, except that, in the month of May 1711, he had the good fortune to take a stout ship, mounting thirty guns, bound from the French West Indies for Brest, and was principally employed, by commodore Littleton, during the remainder of the summer, in watching the motions of the enemy's squadron at Carthage.

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The peace at Utrecht took place soon after Mr. Vernon's return to Europe; and a most uninteresting period of naval history succeeded, continuing for the space, as it is well known, of nearly thirty years. The operations of this interval were principally, and, indeed, almost without exception, confined to the frequent equipment of fleets, which in all probability prevented the smothering embers of war from bursting forth into a flame. The only commands in which we find Mr. Vernon, are, that of the Assistance, of fifty guns, one of the fleet sent to the Baltic, under sir John Norris, in the year 1714\*; and, secondly, of the Grafton, a third rate of seventy guns, one of the armament sent, under sir Charles Wager, in 1726, to the same quarter, for the purpose of co-operating with a Danish Squadron, and repressing any attempt from Russia to disturb the peace of northern Europe, a project that nation appeared to have strongly in agitation †.

In civil life, however, captain Vernon was much more active. During a considerable part of the interval just alluded to, he served as representative in parliament for the town of Ipswich, near which he possessed no inconsiderable landed property. Being a man of strong natural abilities, and possessed of a fluent and strong, though coarse, and sometimes improper mode of delivering his sentiments, he was considered by ministers, to whom he was constantly in opposition, at least as one of their most disagreeable antagonists. It was natural, therefore, for them to seize, with some degree of avidity, the earliest opportunity of removing him, by any means, from their immediate presence. He had a natural impetuosity in argument not to be restrained by prudence, so that he was not unfrequently

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\* This ship he continued to command three or four years, having been one of the squadron, under adm<sup>l</sup> Aylmer, which convoyed the king from Holland in the month of July 1716. He was afterwards sent to the Mediterranean, where we find him in the ensuing year in the same ship.

† He is said, by Campbell, to have been afterwards commodore of a small squadron on the Jamaica station; but we find no mention made of this circumstance by any other historians; and it is not improbable that this command has been confounded with his having been captain of the Jersey on that station, under sir Charles Wager and commodore Littleton, by whom he might be casually left senior officer for some short period.

betrayed

betrayed into assertions men of greater deliberation would have hesitated to make. In one of these paroxysms of oratory, after arraigning most bitterly the torpid measures of administration, against which there was, in all probability, a ground of complaint too well founded, he proceeded, in very strong terms, to insist on the facility with which the most valuable and formidable of the Spanish possessions in the West Indies might be reduced, under the dominion of Britain. In particular he asserted, not only that the town of Porto Bello might be reduced by a force not exceeding six ships of the line, but that he himself was actually ready to hazard his life and reputation by undertaking such an enterprize, which he would answer with both, should terminate with success.

This hasty, and, perhaps, far from serious opinion, was instantly and eagerly closed with by administration\*. He was advanced to the rank of vice-admiral of the blue† on the 9th of July 1739, and appointed to the command. The force he had demanded being collected and equipped with the utmost expedition, having hoisted his flag on board the *Burford*, of seventy guns, he sailed on the 20th of the same month, and, after a long passage, arrived safe at Jamaica on the 23d of October. Eager to repair, as much as possible, the inconvenience of his former delay, he used the utmost diligence in refitting his ships, so that he was enabled to sail from Jamaica on the 5th of November with the following ships, the *Burford*, of seventy guns (the flag ship); the *Hampton Court*, of the same force, commodore Brown and captain Watson; the *Worcester*, of sixty guns, captain Main; the *Louisa* and *Strafford*, of the same force, captains Waterhouse and Trevor; and the *Norwich*, of fifty guns, captain Herbert. Contrary winds retarded his arrival at Porto Bello till the 20th; and being apprehensive of driving too far to the eastward, should he continue under sail during the night,

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\* Campbell remarks, that the minister embraced this opportunity of acquiring some popularity, and at the same time of removing a troublesome opponent in the house of commons. He adds, on what authority we know not, that it was generally imagined the minister was not without hopes, that the admiral might disgrace himself and his party by not succeeding in the adventure.

† This was the first appointment he ever received as a flag officer. he

he came to an anchor about six leagues from the shore. Early in the morning of the 21st he got under weigh and worked into the bay with the Squadron, which was led by commodore Brown in the Hampton Court, the admiral himself being in the center. The attack of the Iron Fort, which particularly defended the entrance, commenced as the ships could work up, and was conducted by the several commanders with so much spirit, that the Spanish soldiers in several parts of the fort flew from their guns, nor could they be prevailed upon by all the rhetoric of their officers to return.

The admiral observing this desertion made the signal for the boats of the different ships to land the marines and seamen, who were ordered to hold themselves in readiness for that purpose: there was indeed much spirit, but little prudence, in the above order; for as yet no breach was made, and if the enemy had behaved with any degree of resolution, the assailants would, in all probability, have severely repented of their temerity. Providence, however, frequently favours the attempts of the brave, even though they are alloyed by rashness. The sailors having, with that spirit of impetuous enterprise which is so much their characteristic, scaled the wall of the lower battery, assisted the soldiers in ascending after them, and, without farther difficulty, took possession of the fortifications, on which, their former defenders taking to flight, they immediately hoisted English colours. There still remained an interior and higher work in possession of the enemy; but that part of the garrison which in the beginning of the assault consisted, in the whole, of about three hundred men, seeing the irresistible ardour of the assailants, and terrified also at the flight of their comrades, hoisted the white flag as a signal of surrendering at discretion.

The Gloria Castle, which more immediately defended the town, now began to fire on the Burford, being the ship most exposed, as those which had worked in ahead of the admiral had fallen to leeward. It fortunately, however, sustained no other damage than a slight injury to its fore-top-mast, notwithstanding the sort continued its fire till night. Mr. Vernon returned this cannonade with briskness; and one of his shot having passed over the fort above-mentioned, and through the very house of the

governor, he was so intimidated by that, in addition to the preceding events, that, early on the next morning, he proposed articles of capitulation for the town and all its dependencies, which were signed and concluded in the course of the same day.

Thus was this important conquest effected with an ease and expedition almost unprecedented, and contrary, perhaps, to the expectations of the admiral's friends, or the hopes of those who were of the opposite description. Though we must on one hand pay the highest tribute not only to the admiral himself, but the gallantry also of those he commanded, yet we cannot but, on the other, confess, that the irresolution and want of spirit on the part of the defenders, contributed almost in an equal degree, to facilitate the conquest. The news of this success was received in England with a degree of extacy scarcely to be described. Mothers even taught their children to list out the name of Vernon as an hero whose deeds stood far beyond all competition; and by one single action he acquired an universal popularity which other men, not so fortunate, have in vain offered, the less dazzling, but, perhaps, not less valuable actions of a long and well-spent life without being able to obtain.

His conduct to the Spaniards after the above conquest was effected, although less spoken of even by his most zealous admirers, was not less worthy of admiration than that which had more especially attracted their notice. He displayed a moderation, a tenderness and humanity for the conquered, truly consonant to the character of a brave man possessing a great and generous mind. Influenced by his authority and example, the conduct both of the English sailors and soldiers rather resembled that of friends than conquerors; while a striking contrast to that behaviour was displayed by the crews of two large Spanish guarda costas, and a sloop of war which were then lying in the harbour, who spent the night preceding the surrender, in plundering the inhabitants, and committing outrages not exceeded by those experienced from an ill-disciplined and ferocious army on the capture of a town by actual assault. The admiral was not slow in rewarding the merit of his people, generously distributing among them ten thousand dollars in specie, which had arrived for  
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the payment of the Spanish garrison a few days before the town was taken.

Another circumstance which redounds highly to the admiral's honour must not be omitted. Knowing that several of the factors, and other persons employed under the South Sea company, had been very unjustly seized, rigorously treated and imprisoned, he wrote, immediately after the surrender of Porto Bello, to the president of Panama, in whose custody they were, insisting, in very strong and peremptory terms, on their immediate release, and the Spaniard, not chusing to irritate a conqueror whose rapid success he had so lately beheld with dismay, endeavoured to pacify him by immediately causing the persons he demanded to be conducted to Porto Bello.

The joy of the nation had a better foundation on the several circumstances attending the conquest, than the mere act of wresting a possession, in itself little valuable, from the hands of the enemy. The harbour of Porto Bello was the principal rendezvous of the Spanish guardacostas which had for such a series of years committed depredations little short of actual piracy; and there was no small degree of satisfaction as well as national justice in causing an enemy to feel the first exertion of British resentment in the very spot from whence Britain had been most insulted. As it never was intended by government to retain possession of their new conquest, the vice-admiral immediately proceeded to take on board the different ships of the Squadron all the cannon, ammunition, and stores, that were worth removal, and to destroy the remainder, together with the fortifications. These different services being completely effected by the 13th of December, the admiral sailed on that day for Jamaica, where he arrived in safety, immediately beginning to refit and reëquip his ships in preparation for a new expedition.

These duties being accomplished, the vice-admiral sailed from Port Royal on the 25th of February 1740, and arriving off Carthagená bombarded that city for three days, a species of attack in itself little calculated to reduce a place, or cause any other effect than that of insulting and terrifying an enemy. Mr. Vernon sailed for Porto Bello on the 10th of March, and again quitted it on

the 22d, having refuted his small craft and completed the water of his squadron. The next object of his attack was the castle of St. Lorenzo, situated at the entrance of the river Chagre, a few leagues distant from Porto Bello. The *Stafford*, which was at that time the admiral's ship, having sprung her fore-top-sail-yard when going in, could not come to an anchor till ten o'clock at night, by which time the fire of the fort was considerably reduced, altho' it continued to resist till the morning of the 24th. Campbell censures rather warmly Mr. Vernon's conduct in not shifting his flag, and going on board the leading ship, immediately on the above accident taking place. There does not, however, appear to be any real ground of complaint on the above occasion; the object of attack was, in itself, remarkably insignificant, capable, in all probability, of being reduced, though with more trouble and difficulty, by a single ship of the line; and the gallantry of the admiral, which must be admitted by all to have been remarkably conspicuous on a former occasion, cannot suffer any impeachment, by so trifling a mistake in duty, on one of so much inferior consequence.

The castle having, as we have just mentioned, surrendered on the 24th, the admiral proceeded, as he had done at Porto Bello, to remove all the ordnance and stores that were of any value. These being shipped, together with 4300 bags of Peruvian bark, and several other articles of merchandize found in the custom house, he next began to demolish the fort. This being laid completely in ruins, the admiral having ordered two guarda costas, which he found in the harbour, to be destroyed, once more returned to Porto Bello, where he arrived on the 1st of April. The remainder of the year was consumed in services so little consequential as to pass unnoticed. But Mr. Vernon's success having considerably encouraged the ministry to project a more consequential expedition against the most formidable of the Spanish settlements in that quarter of the world, and the nation collectively appearing to second the attempt by the applause they bestowed on the bare rumour of the intention, a strong reinforcement was accordingly equipped and put under the order of sir Chaloner Ogle. It was the most formidable ever sent from Europe to that part of the world, consisting of twenty-five

five ships of the line, including the *Litchfield*, of fifty guns, and a proportionate number of frigates, with a fleet of transports, having on board a large body of land forces, consisting of twelve or fourteen thousand men, under the command of lord Cathcart. Three ships of this fleet, the *Shrewsbury*, *Torbay*, and *Superbe*, went no farther than the latitude of Lisbon, where they put in; and the *Buckingham*, of 70 guns, received so much damage in a gale which overtook the fleet soon after it failed, as to be obliged to return to England. The remainder, after watering at Dominica, arrived at Jamaica on January 9, 1741, and having joined the squadron already there under Mr. Vernon, he had now a most formidable fleet, consisting of thirty ships of the line. From the application of such a force, what might not have been hoped for? But it was the fate of Britain to have persons by no means united in opinion at the head of each department of this armament. Lord Cathcart, the original commander-in-chief, a nobleman of the highest character, as a soldier, and a man of honour, unfortunately died at Dominica, of a dysentery. After his decease the command of the army devolved on general Wentworth, a man, as it is said, possessed neither of experience or ability sufficient to conduct an expedition of such consequence. His defects, whatever they might be, were rendered still more injurious to the public service, by the total want of cordiality and friendship between Mr. Vernon and himself; the general disliked the admiral, and the latter despised the general. A considerable space of time is said to have been ridiculously wasted at home in the equipment of the fleet, a circumstance, if true, unpardonable; and which was, perhaps, as detrimental to the expedition as any other circumstance, which is generally supposed to have impeded and prevented success.

The admiral had re-victualled and equipped his fleet by the end of January; and he himself is charged, both by Campbell and other historians, with a wanton delay in that business: it being however accomplished, the armament at length put to sea. A second charge now arises against the admiral, who is said to have wilfully determined to beat up along the coast of Hispaniola instead of steering for the Havannah, which he might have reached

in three days, and where he might have assured himself immediate success, as that city, though the most consequential of all the Spanish settlements in that part of the world, was by no means provided with the means of withstanding so formidable an attack. In a council of war, held off Hispaniola, it was determined to attack Carthagena, for which port the fleet accordingly steered and came to an anchor, in the bay of Playa Granda near that place, on the 4th of March\*. The fleet continued there, and for what reason is not known, totally inactive, till the 9th; when the admiral, with his own division and that of sir Chaloner Ogle, got under weigh, followed by all the transports, and brought-to off the fort of Bocca Chica, which defended the entrance of the harbour. The troops, together with a proper quantity of cannon and stores, were landed, and the attack of the fort just mentioned, appeared to be commenced in earnest. A variety of mistakes, are said to have been committed by the general, which the admiral certainly on his part laboured with the utmost diligence, on every occasion, to repair and remedy†. The castle of Bocca Chica being abandoned by the enemy, it fell into the hands of the assailants on the 25th, as did another fort also, called St. Joseph, which the garrison deserted, as it were in a kind of sympathetic terror.

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\* On the 12th of that month he was promoted to be vice-admiral of the white.

† The soldiers being terribly incommoded by the fire of a fascine battery on the island of Varu, which enfiladed the whole camp. The admiral ordered a considerable detachment of seamen, under the command of captain Boscawen, to storm the battery in question. This they immediately carried into effect notwithstanding it mounted twenty twenty-four pounders, all which they spiked and rendered as unfit for service as they were capable of doing. The admiral afterwards sent commodore Lestock with five ships of the line to cannonade the sea-front of the Bocca Chica castle on the 22d, and again on the 24th, a measure which, by making a most powerful diversion, much facilitated the attack from the land side. The Spaniards having in some degree repaired their fascine battery, it was a second time ruined by a detachment of sailors. And, lastly, when it was determined to storm the castle, captain Knowles, with the boats of the fleet manned and armed, was ordered to menace an attack from the seaward, in order to divide and distract the attention of the enemy.

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The latter was taken possession of solely by the sailors; and the admiral resolving to pursue his good fortune, on perceiving the enemy were preparing to sink a number of their ships of war which were moored to defend the entrance of the harbour, ordered the seamen to board and take possession of as many as they could. This could not be carried into execution so quickly but that the enemy had time to sink two of them, and burn a third; the *Gallicia* only, which was the admiral's ship and mounted sixty guns, falling into the hands of the British. The sailors next proceeded to cut a boom which was moored across the channel, and without much difficulty succeeded afterward in opening a passage through the sunk ships, so that the fleet was enabled to pass into the inner harbour. So highly did fortune and the fears of the enemy second and promote the bold attempts of the assailants, that the Spaniards abandoned a formidable fort, called *Castillo Grande*, which mounted fifty-nine guns, and, had it been properly and spiritedly defended, would have rendered the approach of the English ships to the town extremely difficult, as it completely flanked the entrance just mentioned.

Thus far success had so rapidly followed every motion made both by the fleet and army, that to have doubted of the entire reduction of the city would have been deemed one of those visionary paroxysms of infidelity and political scepticism which burst forth even in the hour of conquest and glory, in deterioration of the honour and consequence of the most brilliant victories. So sure did Mr. Vernon think himself of acquiring a second wreath in addition to that bestowed so munificently on him by the public for his conquest at Porto Bello, that he dispatched an express to England, by which he announced his good fortune in terms so sanguine, that it was received by the whole nation with a joy almost exceeding that on the former occasion, and considered by all as the certain forerunner of complete success. Here, however, the tide of conquest turned against this hitherto fortunate man, fort St. Lazar, the Citadel of Carthagen, and the most formidable of all its fortifications, still remained to be reduced. Mr. Vernon and general Wentworth differed in their opinion as to the properest mode of attack, and mutual contempt for the abilities

lities of each other followed that disagreement like cause and effect.

General Wentworth on his part thought it would be attended with much hazard, difficulty, and the loss of a multitude of lives to make the attempt by any other means than those usually practised in a regular siege. The admiral on his side, valuing himself, perhaps, highly on his skill in reducing forts, encouraged by his extraordinary success at Porto Bello, thought no measures so expeditious and certain as an immediate assault. The admiral ridiculed the timidity, as he was pleased to term the caution of the general; and the latter complained of a want of due support from the admiral. At length, to convince the latter of the impropriety of his proposal, brigadier-general Guise was ordered, with a detachment of 1200 men, to attempt the fort by scalade at break of day on the 9th. The complete failure of the enterprize in some measure confirmed the propriety of the general's disapprobation of the mode of conducting it, and the loss sustained, happening to the flower of the whole army, now much reduced, though more by sickness than the sword of the enemy, it was resolved in a general council of war, held immediately subsequent to the above failure, to desist from any farther assault. Mr. Vernon, as an attempt to convince the general how much he wronged him in complaining of a want of co-operation on his part, ordered, as it were by way of taking his leave of the enemy, the Galicia, the Spanish admiral's ship, which he had captured to be fitted up as a floating battery, and, after being warped into the inner harbour, to be moored as near the town as she could be. This being effected, a mutual cannonade of some hours continuance immediately took place; but it being at last found the distance was far too great, so that the shot made no impression on the fortifications, the vessel was suffered to drive on shore, where she was soon afterwards set on fire by Mr. Vernon's order.

This experiment does not, however, appear to have been in any degree satisfactory; many persons positively asserting, that in a different part of the harbour there was sufficient room and depth of water for four or five ships of the line to have lain with their broad sides within pistol-shot

shot of the walls. Campbell, on this occasion, quotes Smollet, who, it is well known, was present, and whose testimony of the proof of the above assertion, appears to have great weight with him. We should not, perhaps, be perfectly ready to place a full confidence in what is advanced on this occasion, did the assertion rest on no other evidence than that of Mr. Smollet: that gentleman appears, on some ground or other unknown to us, to have conceived a very strong disgust to Mr. Vernon, and several other naval commanders, having not only treated their characters, in his capacity of an historian, with all the asperity he was master of, but has even attempted, as the usual dernier resort of exasperated wits, to render the same persons ridiculous by introducing them into, and satirizing them in his novels. We cannot, however, do otherwise than candidly confess, the failure of the expedition appears to have been in great measure owing to a want of proper exertion, added to the want of that due confidence in each other, between the two commanders-in-chief, by sea and land, which, perhaps, tends as much to ensure success as the spirit and ardour of the seamen and soldiers who attend them. The experience purchased by this misfortune would not be thought, perhaps, by the nation, too dearly bought, provided that experience prevented any repetition of it in future.

Campbell has with some asperity and justly pointed argument, entered into a rather long discussion of the conduct both of the admiral and general, and the whole of his animadversions may be reduced to one focus, in which all the circumstances co-operating to produce the above failure, will in all likelihood, be found to concenter—disagreement\*. After the destruction of the different

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\* Mr. Vernon is said to have been so disgusted at his colleague Wentworth, that he solicited to be recalled. But the letters he received from the duke of Newcastle, at that time Secretary of state, were so extremely flattering, and so completely convinced him he stood exculpated from every shadow of blame both in the opinion of the king and the people, that he afterwards resolved to retain his command.

forts and batteries, which had fallen into the hands of the British, the fleet returned to Jamaica, where it arrived on the 19th of May with the miserable remains of this once powerful army. The admiral used the utmost diligence in refitting his ships; and having received orders from England to retain no greater force with him than was necessary for the protection of that quarter, or to cover such inferior desultory expeditions as might be undertaken without any considerable hazard, he sent home commodore Lestock with eleven two-decked ships and five frigates. Others were ordered out to the different stations, where it was thought they could render the most effectual service against the enemy; and the admiral himself, with sir Chaloner Ogle, put to sea on the 1st of July with a force consisting of eight ships of the line, one of fifty guns, twelve frigates, fireships, and small vessels of war, having under their convoy a fleet of forty transports and storeships.

It had been previously determined in a general council of war, held at Jamaica on the 26th of May, to make an attack on St. Jago, in the island of Cuba, as soon as the fleet and army should be in a proper condition to undertake such an expedition. This post, which was at best of no very great importance though considered as a preliminary step to the conquest of the island itself, was to be first attempted. But as if success would have been too certain if sought for by the means on ordinary occasions deemed necessary to ensure it, it was, as though determined to put as much to the hazard as possible, resolved to land the troops at a distance of upwards of sixty miles, over land, from St. Jago, instead of assaulting the place itself, which being of no very great strength, would, in all human probability, have fallen an easy conquest to the cordially united abilities of Mr. Vernon and general Wentworth. The troops were landed on the 18th, and, as if the admiral was himself thoroughly satisfied the complete conquest of the island was as good as effected by that single effort of hostility, he immediately changed the name of the port which he had thus taken possession of, without opposition, from Walthenham to Cumberland harbour. The news of this step was immediately transmitted to Britain, where, with that ardent and sanguine enthusiasm so natural to English-

Englishmen, it was considered as the certain forerunner of the most important advantages\*.

A very short time convinced them of the extreme folly of this delusion. General Wentworth, after having continued on shore till the 5th of October totally inactive, except sending out small reconnoitring parties should be considered as one of the greatest efforts of a warlike mind, on that day informed Mr. Vernon, that he feared it would be impossible for him to penetrate by land. This opinion was confirmed by a council of war, composed of land officers only, held on the 9th; and after continuing in the same camp for six weeks longer, equally inactive, the troops reembarked on the 20th of November, and returned dispirited, and in a condition very unlike that of conquerors, to the same port from whence they had sailed a few

\* "On their arrival at Walthenham they had the pleasure to find themselves possessed of the finest harbour in the West Indies, capable of containing *any number* of shipping and secure against the hurricanes; to which the admiral immediately gave the name of Cumberland, in honour of his royal highness the duke."—*Gazette*, No. 8061.

The reasons given, by Campbell, for the admiral's conduct, which must certainly appear extraordinary to all who are not thoroughly convinced of the propriety of its cause, tend very much to exculpate him; and although we do not entirely give our assent to the truth of his argument, it would be uncandid to suppress a single syllable that could contribute to raise so well-known a character in the public esteem.

"The island of Cuba is not only the largest of the Antilles, but it is also said to be the most fruitful and healthy of any in the West Indies.

"There were, at this time, twelve Spanish ships of the line at the Havannah, a populous city on the west side of the island, where the governor resides, and where there were strong fortifications and a numerous garrison; for these reasons, though the conquest of the whole island was ultimately intended, it was thought advisable to begin with St. Jago, a less considerable city on the eastern coast. Walthenham harbour lies about eleven leagues south-west from St. Jago, and distant by land about sixty miles, on which side the city is almost entirely defenceless. Its fortifications to the sea were not formidable; but the entrance into the harbour is so extremely narrow, and the navigation so dangerous, that nature has sufficiently secured it from a naval attack: on these considerations it was resolved, in a general council of war, held on board the admiral, on the 20th of July, to land the troops immediately, and take the city of St. Jago by surprise."

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months before, vainly flattering themselves with the hope of effecting a complete conquest of all the Spanish West Indies.

Mr. Vernon, after his return, did every thing in his power to render the force under his particular command as serviceable as possible against the enemy. By his prudent disposition, aided by the activity of the different commanders, a considerable number of prizes were made both of force and value. On the 15th of January a long expected reinforcement of two thousand marines arriving at Jamaica, under convoy of two ships of fifty guns and a frigate, the hopes of obliterating from the memory of their countrymen all their former disgraces and disappointments, appeared once more to revive in the hearts of the few brave survivors. Before the conclusion of the month it was resolved, in a council of war, to land at Porto Bello, and, marching across the isthmus of Darien, to attack Panama, a rich town situated on the South Sea. Two months, however, unavoidably elapsed before the fleet was in a condition to sail. At length, every difficulty being overcome, the admiral put to sea about the middle of March with eight ships of the line, five smaller vessels, and forty transports, having on board a corps consisting of three thousand effective men, besides a body of five hundred negroes raised for the expedition by governor Trelawney, who himself accompanied it.

This armament anchored in the harbour of Porto Bello on the 28th; and the Spanish governor having immediately on discovering the ships, marched for Panama with all the troops under his command, which consisted of only three independent companies of Spanish troops and two of mulattoes; the admiral was sanguine enough to think no obstacle now remained that could prevent the troops from commencing and continuing their march unmolested to the desired object of attack.

It appears that Mr. Vernon on this occasion placed greater confidence in the promises and resolves of a council of war than they truly seem to have deserved. He was not yet sufficiently taught by the event of the former expedition to doubt of success, where it depended on marching a body of troops for so considerable a distance in an enemy's

enemy's country, a country too remarkably unfavourable, and, indeed, destructive to European constitutions. The vice-admiral was a man most undoubtedly possessed of a very strong and intrepid kind, of a temper habituated to the contempt of difficulties, thinking that no obstacle was unsurmountable when opposed by spirit and activity; but with the nature of the operations of an army acting at a distance from his ships, he certainly could be but little acquainted, and was, perhaps, too apt to consider a prudential attention in the general, to the lives of his soldiers, as the effect of timidity. The ill success which attended every enterprize undertaken during this ill-fated expedition, is a convincing and irrefragable proof, that a want of perfect harmony and good understanding is as destructive to public service as any other want that can occur in it.

The sanguine and eager temper of the admiral received a dreadful shock from the resolution of a second council of war, composed of land officers only, held immediately after the landing of the troops. The advanced season, the force of the army reduced by sickness, and the separation of several of the transports with troops, added to a report that the garrison of Panama had received a considerable reinforcement independent of that which had retired from Porto Bello, were deemed reasons unanswerable for not pursuing the expedition any farther. Mr. Vernon was far from satisfied with the conclusion drawn from such premises, but was reluctantly obliged to submit to an opinion he held in utter contempt. The army reembarked and sailed from Porto Bello early in the month of April, but did not reach Jamaica till the 15th of May. After this time we do not find any expedition to have been undertaken during the time he continued to command on the Jamaica station. Ministries were at length convinced of the extreme impropriety of continuing two men of such jarring tempers any longer in the same command. An order of recall, which had been often solicited in vain on the part of the vice-admiral, was sent out, by captain Fowke, in the Gibraltar frigate; and that vessel arriving at Jamaica on the 23d of September, on the 18th of October the vice-admiral sailed for England, resigning his command to sir Chaloner Ogle.

Mr.

Mr. Vernon, after his arrival in England, continued to be unemployed till the year 1745, but in the interim was, on the 9th of August 1743, advanced to be vice admiral of the red. His retirement appears to have been compulsive and borne with a very considerable degree of impatience, as appears by a curious letter \* said to have been written by

\* " Sir,

Nacton, June 30, 1744.

" As we that live retired in the country often content ourselves with the information we derive from newspapers on a market-day, I did not so early observe the advertisement from your office of the 23d of this month, that, in pursuance of his majesty's pleasure, the right honourable the lords commissioners of the admiralty had made the following promotions therein mentioned, in which I could not but observe there was no mention of my name amongst the flag officers, though by letters of the 10th instant you directed to me as vice-admiral of the red, and (by their lordship's orders) desired my opinion on an affair for his majesty's service, which I very hopefully gave them, as I judged most conducive to his honour, so that their lordships could not be uninformed that I was in the land of the living.

" Though the promotions are said to be made by their lordship's orders, yet we all know the communication of his majesty's pleasure must come from the first lord in commission, from whom principally his majesty is supposed to receive his information on which his royal orders are founded; and as it is a known maxim of our law, that the king can do no wrong, founded, as I apprehend, on the persuasion that the crown never does so but from the misinformation of those whose respective provinces are to inform his majesty of the particular affairs under their care. The first suggestion that naturally occurs to an officer, that has the fullest testimonies in his custody, of having happily served his majesty in the command he was intrusted with to his royal approbation, is, that your first commissioner must either have informed his majesty that I was dead, or have laid something to my charge, rendering me unfit to rise in my rank in the royal navy, of which, being insensible myself, I desire their lordships would be pleased to inform me in what it consists, having both in action and advice, always, to the best of my judgment, endeavoured to serve our royal master with a zeal and activity becoming a faithful and loyal subject, and having hitherto received the public approbation of your board. I confess, at my time of life, a retirement from the hurry of business, to prepare for the general audit, which every Christian ought to have perpetually in his mind, is what can't but be desirable, and might rather give me occasion to rejoice, than any concern, which (I thank God) it does very little; yet that I might not by any be thought to be one that would decline the publick service, I have thought proper to remind their lordship's I am living, and have (I thank God) the same honest zeal reigning, in my breast, that has animated me on all occasions to approve myself a faithful and zealous subject and servant to my royal master;

by him to Mr. Corbett, who was at that time secretary to the board of admiralty. Whether or no it was the immediate cause productive of the desired effect we cannot pretend to determine, but after having two or three times amused himself in a similar manner by arraigning the conduct of ministers, as well as by making them the general theme of his reprobation in the house of commons, he was, on the 23d of April 1745, promoted to be admiral of the white, and appointed to command the fleet ordered to be equipped for the north sea, in consequence of the impending invasion of Scotland in favour of the Pretender. It was at one time in contemplation to have appointed him president of the court-martial assembled for the trial of the admirals Mathews, Lestock, and the rest of the officers accused of being concerned in the miscarriage off Toulon; but this idea was presently abandoned, and we must confess, not improperly, when we consider the impetuous temper of the worthy admiral, which appeared but little calculated for a station requiring so much patience, coolness, and deliberate judgement.

In the month of August he had his flag flying on board the *St. George* in Portsmouth harbour; but his squadron being soon afterwards equipped, he removed into the *Norwich* and sailed for the Downs, where he continued, the intervals of cruising excepted, during the greatest part of the ensuing winter. This period of his command was, perhaps, the most interesting of his whole life; and it is but bare justice to his memory to confess, no man could have been more diligent or more successful in that particular service to which the necessities of his country called him. The prudent disposition of his cruisers totally prevented the introduction of any consequential success, and the ferment as well as fear of that part of the nation, farthest removed from the scene of action, was consider-

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master; and if the first lord commissioner has represented me in any other light to my royal master, he has acted with a degeneracy unbecoming the descendant from a noble father, whose memory I reverence and esteem, though I have no complements to make to the judgment or conduct of the son, &c. &c.

“ EDWARD VERNON.”

“ TO THOMAS CORBETT, esq.  
secretary of the admiralty.”

ably

ably allayed by the firm confidence all ranks of people placed in the circumspection and diligence \* of this very popular character.

This was truly the zenith of his glory, and a continued propriety of conduct might have ensured to him that lasting fame which neither the obloquy of party, nor the envious malice of historians attached to it, would ever have been able to traduce. It was not, however, in the nature of Mr. Vernon to be content with acquiring honour by the ordinary methods. His impetuosity had assumed a power of acting, on all occasions, independent of every control or opposition; and this principle, which never failed to display itself in every transaction of his life, was, in all human probability, the bane of that success which his own gallantry, had it remained pure and unalloyed, would not have failed to have procured, on every occasion, where it was exerted.

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\* As a proof this opinion was not misplaced, we have inserted one of his letters, written at, perhaps, the most critical moment of the whole period.

" Sir,

Norwich, in the Downs, Dec. 20.

" As for the intelligence I have procured last night, of the enemy's having brought away from Dunkirk great numbers of their small imbarcations, and many of them laden with cannon, field-carriages, powder, shot, and other military stores, the Irish troops being marched out of Dunkirk towards Calais, general Löwendahl, and many other officers, being at Dunkirk, with a young person among them they call the prince, and was said to be the second son of the Pretender; and as I can't but apprehend they are preparing for a descent from the ports of Calais and Boulogne, and which I suspect may be attempted at Dungeness, where many of my cruisers are in motion for; and I have some thoughts of moving to-morrow with part of my ships, if the weather should prove moderate for a descent. I thought it my duty, for his majesty's service, to advise you of it; and I desire you will communicate this my letter to the mayor of Deal, and that the neighbouring towns should have advice for assembling for their common defence; and my cruisers, signals for discovering the approach of an enemy, will be their jack flying at their top-mast-head and firing a gun every half hour, and to desire they will forward the alarm.

" I am, sirs,

" To John Norris, esq. at Deal castle, or to the mayor of Deal in his absence."

" Your humble servant,

" E. VERNON."

The

The admiral sailed from the Downs, on a cruise, the latter end of December, having his flag on board the *Monmouth*, of seventy guns, with three ships of fifty guns, two of forty, five frigates, and fifteen tenders, the greater part of them privateers, which the admiral had taken upon him to retain in the service. The dæmon of popularity had infected him, and some very new and extraordinary regulations which, in consequence of that mania, he had taken upon him to make, being disapproved of by the board of admiralty, produced a remonstrance on their part, and a passionate reply on that of Mr. Vernon.

He returned to the Downs in a very few days afterwards and struck his flag, which he never again re-hoisted, he himself not chusing to submit to the trammels of rules, regulations, and common usage, and administration not being over anxious to entrust a command with a man whom they found they must never presume to control. The admiral, as is customary in all political disputes, was extremely violent: he appealed to the public; and, as his last resort, burst forth in paper attacks on the measures of administration, and the immediate conduct of ministers to himself. The people read; some few pitied and thought him an injured man; a greater part more seriously judging his case, from his own statement, condemned him; but by far the greatest number turned from the dispute as a matter in which they felt no sort of concern\*.

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\* We have selected the following curious letters from the controversy, which, as we believe them to be scarce, will probably at this distance of time be not unentertaining.

“ Extract of a letter from admiral Vernon to the secretary of the admiralty:

“ I could not but be under some surprize what could be meant by the expression in your letter, of having kept all my great ships in the Downs, and employed only my frigates for gaining intelligence, while the enemy's ships have passed backwards and forwards between Ostend, Dunkirk, and Calais, at their leisure, without hindrance or molestation. I cannot conceive where you have picked up such intelligence, so contrary to what is the fact, as my former letters have related to you, to inform their lordships of, viz. That amongst other frigates employed on such services were the *Eagle*, *York*, and *Carlisle*, which have been ever since the 11th of December, acting under my orders only; though your letter, sir, mentions them as privateers, as if they

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were

The reason assigned by most persons for his sudden dismissal from the service, and at so critical a time, is, that it

were acting under their own orders. Within that time, I must repeat it now, five galliot hoys have been taken coming from Havre de Grace to Boulogne, and sent into Dover; and of those coming from Dunkirk, going to Calais, a dogger, laden with five pieces of cannon, several field carriages, one hundred barrels of gunpowder, and other military stores, has been set fire to, and seen to blow up in the air by captain Gregory, who was with them in a cutter on that service, two of their shallop fishing boats sunk, twelve others of them chased on shore, and three with cannon and military stores brought into Dover. A Calais dogger privateer has been taken, of six guns and fifty men, thirty-one of which I have on board the Princess Louisa, and have desired vice-admiral Martin to give himself the trouble of examining some of them, to try if better intelligence cannot be procured from them, than what captain Hill has been able to gather from them, which you had inclosed in my yesterday's letters, as you have had of the twelve sail of ships chased from within two leagues of Calais back into Dunkirk road, by the Saphire and Folkestone, one of which they chased on shore upon the sands, and the pilot would not venture so near as the captain took upon himself to do. Surely these are instances of the enemy's having been watched much closer than could have been expected in this winter season: and what are the large ships I have kept in the Downs? the Norwich and Ruby, two fifty gun ships; for, till the arrival of the Monmouth and Falkland, I have had no other. I thank God, by a prudent conduct, the enemy have been prevented from sailing either from Dunkirk or Ostend for this month past, and none of his majesty's ships have been shipwrecked by any imprudent disposition of them; so that I think I have acted prudently and successfully to his majesty's service, though in many of your letters I have been treated as if I had done neither. As to my reasons for mentioning the counties of Kent and Sussex to be my province, I have some letters of yours that mention it to me as such, in which it appears to me pretty fully expressed. I shall always serve my royal master with a sincere zeal for his service, and with the utmost diligence, resolution, and capacity that I am capable of; and while my services are approved of, I shall always continue them with pleasure; but if I am judged not to have a capacity for it, as by the stile of your letter seems to be insinuated, sure it is the fault of a sincere zeal to say, that if you have thought of any one you judge more proper for it, all that I desire is, that his majesty may be most effectually served, and I shall, with pleasure resign my command I have to him.

" Captain Knowles has brought another letter of yours of the 2d; he is come to serve with me as a volunteer; and as I well know captain Knowles's zeal and activity for his majesty's service, his coming gives me a particular pleasure, as I shall be glad to advise with him for his majesty's service, and at all times ready to furnish him with any opportunity, that he can suggest to me, for our royal master's service,

it was in consequence of his majesty's special command, because he had written two pamphlets, in which he had inserted

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service, and defeating the enemy's intentions for invading his majesty's dominions. Their lordships will see my orders to vice-admiral Martin; I have strengthened his command with all the force their lordships have ordered for watching the enemy's motions from Ostend and Dunkirk: and as to the four ships lately arrived from Cape Breton, which by their lordship's orders of the 23d I am to take under my command, those I hope to meet withal in their passage here, and shall incorporate into my division upon my meeting with them, or detach a part of them to join vice-admiral Martin, as subsequent intelligence shall make necessary. Nothing either has or shall be omitted for his majesty's service, that I can think of, or any one can suggest to me to be most expedient for it; and you have always had copies of the orders I have issued for that purpose sent for their lordship's approbation.

" I am, Sir, &c.

" Dec. 25th.

" E. VERNON."

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" Extract of a second letter to the same.

" This morning captain Scot, of the Badger, came on board me with a letter from vice-admiral Martin; and though the vice-admiral has, as he says, sent you copies of them, yet, as the advice was sent to me, I chuse to do the same.

" It could not but give me great pleasure to find the gentleman's letters from Holland entirely confirms the intelligence I have given their lordships, and so find that he thinks with me likewise, that my diligent exertion of my duty has even been said there to have frustrated their intentions of invading this part of the kingdom this last full moon, of which nothing could give me greater pleasure, than having rendered such effectual service to his majesty, and my country, though I have been treated in that contemptuous manner in your letters. I have given captain Hill the orders, you have inclosed a copy of, for his weighing with the first of the flood, for making a fresh inspection at Calais this evening or to-morrow morning. As soon as the windward tide makes I shall weigh with the squadron, and keep plying and exercising my ships in line of battle, and for being ready at hand on any advice of the enemy's motions, till I have but barely time for anchoring in the Downs before it is night, when I shall obey their lordship's commands, consign the command of the fleet to vice-admiral Martin, then strike my flag, and go on shore, pursuant to their lordship's orders.

" I am, &c.

" January 1st.

" E. VERNON."

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" Extract

inserted the letters of the secretary of state, as well as those he had received from the board of admiralty. This we believe

“ Extract of a letter from admiral Vernon to his grace the duke of Bedford, first lord of the admiralty.

“ As I am conscious I have done nothing ever justly to forfeit that good opinion that engaged your grace to honour me with your patronage and friendship, I entertain too good an opinion of your grace to think I have not the continuance of it, notwithstanding the late incident of my being hunted out of my command by the operative malice of some malicious and industrious agent, that is too well screened over for my being able particularly to discover him, and point out who it is; so that must remain to me a secret, till some happy providence in course of time may more clearly discover it, not being nevertheless in my own mind doubtful, but I can trace the original cause of it, and guess pretty nearly at who may be the concealed director of it. As the pen of the secretary of the admiralty conveyed these bitter shafts that were levelled at me. I thought it right to suggest, that his pen might be tinged with a gall flowing from his own mind, beyond the direction he might receive from it, from which I thought it my duty to acquit him on a gentleman-like apology in regard to his office, which I was no stranger to its being his duty to obey, and on an assurance of a good will he had always professed, and I well know I had never given him occasion to alter the sentiments of a professed friendship for me.

“ One of the occasions taken to justify this conduct towards me has been, that I had, within the Channel of England, on a ship's service being immediately wanted for proceeding to sea, and being without a gunner (certainly a necessary officer for her defence) and which I could not think myself justified in permitting to go to sea without, presumed, as it is called, to warrant a gunner to her, for to proceed to sea in her, as I judged it to be absolutely necessary for his majesty's service, and the defence of the ship.

“ Having now stated the fact, my sentiments are, that to support the necessary command of the officer the king had appointed, it was the government's interest that the commander-in-chief should name all officers that fell vacant, and has not been denied while the depending service was essential, but pretences have been made from the admiralty, that the ships were not assembled, or not under orders, and as checks are in their power, they have contradicted it, though always to the prejudice of the crown's service; for when the people of the fleet see their commander in chief can neither support their pretensions of merit, nor his own authority over them, they must naturally look after those who are no judges of their service, and renders the commander contemptible to the fleet; this power is known to have been absolute in the commander's-in chief in the Channel, and in one who has added honours to your grace's family; and when that power has been wanting,

believe to have truly been the cause of his being struck off the list of admirals, which was done on the 11th of April; but he himself voluntarily, and, indeed, wilfully, quitted his command three months before. From this time he lived almost totally in retirement, troubling himself but little with public affairs. After a temperature of mind for eleven years, which he would never have experienced had he continued a public character, he died in an advanced age, at his seat at Nafton in Suffolk, on the 30th of October 1757.

Of all men who have been fortunate enough to obtain celebrity as naval commanders, few appear to have taken greater pains to fully their public fame by giving full scope to all their private feelings: yet probably, for this not very uncommon reason, he rose the greater favourite of fortune, in the minds of the people, to that pinnacle of popularity, the height of which was, indeed, great enough to dazzle and distract the firmest minds; so that to the infirmity of human nature may, in some measure, be ascribed that extravagance of conduct which might otherwise be more condemned. To say he was a brave, a gallant man, would be a needless repetition of what no person has ever presumed to deny him. His judgement, his abilities, as a seaman, are unquestioned; and his character, as a man of strict integrity and honour, perfectly

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wanting, it has, I believe, been always found prejudicial to the service of the crown and prosperity of the kingdom.

"I shall now only add, that I am at present detained here for having my baggage embarked for proceeding to Harwich in one of the armed vessels vice admiral Martin has been so obliging to assign me, to carry it to my house on the Ipswich river.

"I propose at present being in London by Tuesday or Wednesday night; whenever it is I shall be at your grace's door the next morning after my arrival, in order to pay my duty to your grace; and afterwards, before I set out for Suffolk (if it has your grace's approbation) to be presented by you to pay my duty to his majesty. And the favour I shall now desire of your grace is, that your porter may have orders from you to let me in, if such a visit be agreeable to your grace; and if not that I may be told so, not to give an unnecessary trouble to you or myself.

"E. VERNON."

N. B. All the foregoing letters are given verbatim, a circumstance necessary to be made known, as it may tend among the curious to render them more acceptable.

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unfalsified.

unfulfilled. How must we lament then that points so brilliant should have their lustre dimmed by the dark shade of obstinacy, vanity, and intemperate folly! Yet when we really find these several heterogenous qualities strangely mingled in one person, we should, thinking humanely of his failings, consider them as foils used to encrease the lustre of the virtues which are set on them, and lament that the brightest jewels which can adorn the human mind should need such extraneous aid to render them most conspicuous\*.

WALPOLE, Galfridus, — was the youngest son of Robert Walpole, esq. representative in parliament for the borough of Castle Rising. His family was one of the

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\* The force under Mr. Vernon when he sailed from Spithead on the expedition against Porto Bello, consisted of four ships of seventy guns, three of sixty, one of fifty, and one of forty; of these he left three of seventy guns; the *Lenox*, *Elizabeth*, and *Kent*, to cruise off Cape Ortugal for thirty days, in hopes that they might fall in with the Azogues ships which were daily expected in Spain, ordering them to return to England at the expiration of their cruise. He also stationed the *Pearl*, of forty guns, to cruise for three months between Lisbon and Oporto, so that the force he carried to the West Indies consisted only of five ships. We must here beg leave to correct an error in page 352. Captain Watson is there stated to have been captain of the *Hampton Court* under commodore Brown: that gentleman was captain to the vice-admiral in the *Burford*, and captain Dent was with the commodore. We have to add to Mr. Vernon's parliamentary history, that he was, in 1727, chosen representative for Penryn, in Cornwall; and, in 1741, was member for Portsmouth, chosen, though absent, as we believe, in consequence of his success at Porto Bello. He afterwards returned to a station he had before held of representative for Ipswich.

The first commission he ever received as a naval officer we believe to have been that of second lieutenant of the resolution, one of the ships sent, in 1702, to the West Indies under commodore Walker. In this station he is said to have acquired that complete knowledge of the West Indies which was afterwards so serviceable both to himself and his country. In the year 1704 he served on board the fleet, under sir George Rooke, which convoyed the king of Spain to Lisbon. He there received from his majesty's own hand a valuable diamond ring, and a purse of one hundred guineas. He was afterwards present and very much distinguished himself at the battle off Malaga; as he did also in many of the most honourable naval events subsequent to that time, and prior to his promotion to the rank of captain.

greatest

greatest antiquity\* and consequence in the county of Norfolk; but neither that circumstance, nor the additional one of both his elder brothers having been raised to the rank of peers †, have reflected on him so much honour as his own intrinsic merit and high magnanimity of spirit. Having entered very early in life into the navy, and, according to the established rules of the service, passed through the necessary subordinate stations and ranks, he was, on the 17th of October 1706, promoted to the command of the *Feversham*. We do not find any material mention made of him till the year 1709, when he was

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\* All antiquarians agree that surnames have been originally taken from towns, offices, and the like. The family of Walpole, therefore, has its denomination from Walpole in Norfolk, where they were entailed of lands belonging to the See of Ely, and was in England before the conquest, as appears by several authorities. The first person, however, whom we find particularly named is Reginald de Walpole, living about the time of the conquest. The grandson of Reginald was Henry de Walpole, who held one knight's fee in Houghton in the reign of Henry the Second.

Another Henry de Walpole, probably son of the former, was a person of much eminence, adhering to the barons in the reign of king John, and being taken prisoner, he was obliged to pay a fine of one hundred pounds (an immense sum in those days) before he could obtain his deliverance. This appears from the king's mandate to Peter de Maule, dated at Lincoln, Sept. 18, 1216, in which he signifies having received satisfaction for the said fine; and commands him to release the said Henry from being his prisoner, he giving security, by oath and by his charter, faithfully to adhere to the king, on the forfeiture of all his lands, if he should again revolt.

The family of Walpole hath ever since flourished in the same place; (Houghton) many of them having been of the degree of knights, and returned to different parliaments as representatives for the county. Edward Walpole, the grandfather of Galfridus, was elected representative for the borough of Kings Lynn, in the parliament which began at Westminster April 25, 1660, and voted the restoration of king Charles the Second. He himself and his father joined with sir Horatio Townshend in fortifying the haven of Kings Lynn, and raising forces for his majesty's reception in case he had not been peaceably restored; for which services he was created one of the knights of the bath on the 19th of April 1661. This sir Edward was a man most highly esteemed; and the corporation of Lynn had so high a sense of his integrity that they presented him with a noble piece of plate, as a testimony of that good opinion.

† Robert Walpole, esq. better known as sir Robert Walpole prime minister of England, afterwards created earl of Orford, and Horatio Walpole, created lord Walpole of Wolterton, in Norfolk.

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appointed

appointed captain of the *Lion*, of sixty guns. He was soon afterwards ordered to the Mediterranean, where, in the month of March 1710-11, he distinguished himself very remarkably in an action with four French ships of war, mounting, as it is said in the *Gazette*, No. 4837, sixty guns each.

Captain Walpole had been stationed by sir J. Norris, at that time commander-in-chief in the Mediterranean, with the *Lyme* frigate, and *Severn*, of fifty guns, under the orders of captain Pudner, who commanded the latter ship, to cruise off the bay of Vado, while the main fleet lay there at anchor.

When the enemy's ships were first descried, captain Walpole and his companions were in sight of the fleet; and on a signal made by them, sir John Norris detached the *Nassau* and *Exeter*, and afterwards the *Dartmouth* and *Winchelsea*, to their assistance. The action had, however, commenced, and, indeed, nearly ended, before even the ships first dispatched could get up. The *Severn* was so much disabled as to be obliged to quit the contest and put back into Vado road, attended by the *Lyme*. Captain Walpole, encouraged by the sight of the ships which the admiral had ordered out to support him, continued the chase and action notwithstanding this misfortune and the superior force of the enemy. His gallantry did not, however, meet with the reward it very justly merited. After a very spirited contest, in which he himself was unfortunate enough to lose his right arm, and to have upwards of forty of his people killed and wounded, his ship was so much disabled as to prevent him from continuing the action, which neither the accident he had personally sustained, nor the slaughter among his people, would have been inducements sufficient to have made him desist from\*.

Captain Walpole after his recovery continued to command the same ship, and remained also on the same station till the conclusion of the war, but without meeting with any other occurrence memorable enough to be recorded, except having, in the month of January 1711-12, captured a large French privateer, mounting forty-four guns, and

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\* The action was afterwards, though unsuccessfully, continued, by captain Raymond in the *Exeter*, as may be seen in his life.

two or three insignificant trading vessels. He does not appear to have ever gone to sea after the conclusion of the peace of Utrecht; and his retirement was in all probability occasioned merely by the accident which had befallen him. He was chosen representative for the borough of Lestwithiel, in the first parliament called after the accession of king George the First; and, as an honourable kind of sinecure, was appointed captain of the *Peregrine* yacht. He was not long afterwards made treasurer of Greenwich hospital\*; and, on the 8th of April 1721, was nominated joint postmaster-general, and commissioner for the regulation of the post office. In this station he continued till his death, an event which took place on August 7, 1726.

WILLIAMS, John,—entered into the navy very soon after the revolution; and, in the year 1693, was appointed third lieutenant of the *Cornwall*, of eighty guns. Nothing farther relative to him has come to our knowledge till his appointment, on the 25th of September 1706, to be captain of the *Experiment*. He was afterwards promoted to the *Dover*, which ship he commanded, being stationed as a cruiser at the entrance of the Channel in the month of June 1709; and appears to have been very active and successful in capturing several prizes, though of no considerable value and consequence. He was afterwards made captain of the *Firme*, in which ship he died on the 6th of November 1711.

WINDAR, or WINDER, Joseph.—We do not find any mention made of this gentleman till his appointment, on the 1st of December 1706, to be captain of the *Arun-del* frigate; and are again ignorant of any particulars concerning him till the year 1711, when he commanded the *Kingston*, of sixty guns, one of the squadron sent, under the command of sir Hovenden Walker, on the unfortunate expedition against Quebec. While the squadron was on its passage to Boston, the *Kingston* was detached to New York with orders to escort from thence such storeships and victuallers as had been collected for that expedition. Captain Windar followed sir Hovenden into the river St. Lawrence, but does not appear to have been with the fleet at the time the fatal accident befel it, which put a period to the expedition.

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\* In the month of February 1714-15.

We do not find him mentioned as captain of any ship after the peace at Utrecht till the year 1718, when he commanded the Rochester of fifty guns, one of sir George Byng's fleet, then ordered for the Mediterranean. In this ship he was present at the memorable engagement with the Spanish fleet off Sicily, being stationed to lead the fleet on the larboard tack. After his return to England, at the conclusion of the war, it is most probable he retired from the service, as we do not find him commander of any other ship till the year 1734, when he was appointed to the Lenox, of seventy guns, a command he resigned almost immediately afterwards, probably on account of ill health. We have not been able to collect any other information concerning him, except that he died on the 19th of March 1737-8.

## 1707.

**BOWLER, Robert,**—was, in the year 1696, appointed fifth lieutenant of the Royal William, a first rate. After having served with much reputation in a similar station on board different ships, he was, on the 28th of January 1707, appointed captain of the Experiment, by commodore Kerr, who had, at that time, the command of the squadron at Jamaica. Captain Bowler is mentioned in the address presented to queen Anne, by the house of lords, in the month of February 1707-8, against Mr. Kerr, and is there charged as a party involved in the same delinquency, which was punished with the dismissal of that gentleman: Mr. Bowler most probably was deemed uncensurable from the consideration of his acting in only a subordinate station, for no farther notice was taken of this matter far as he was concerned. We do not, however, find any other mention made of him during the war; nor is it stated that he held any command till 1720, in which year he was appointed to the Bedford, of seventy guns, one of the fleet ordered for the Baltic, under sir John Norris. He continued to command the same ship during the

the following year, and was also employed on the same service as in the preceeding. No other mention being made of him, it is natural to conclude he retired from the service when he quitted the Bedford, which he did at the conclusion of the year 1721. He died on the 22d of July 1734.

**CHILLEY**, or **CHILLY**, John,—was appointed a lieutenant in the navy very soon after the revolution, and, in 1692, served on board the *Russel*, of eighty guns. He was not, however, promoted to the rank of captain till the 18th of July 1707, when he was made commander of the *Mermaid* frigate. His name does not again occur in the service, from which he altogether retired in 1722, being appointed master-attendant at Woolwich. He retained this office till the time of his death; which happened on the 27th of September 1734.

**CLARK**, Robert.—No mention is made of this gentleman previous to his appointment, on the 28th of May 1707, to be captain of the *Crown*. He was soon afterwards removed into the *Adventure*, and sent to the West Indies, where he was unhappily killed on the 1st of March 1708, gallantly, though fruitlessly, attempting to defend his ship against the enemy; which, notwithstanding his exertions, aided by those of his people, was compelled to surrender soon after he fell.

**COCKBURN**, John,—was, on the 14th of November 1707, appointed captain of the *Looe*. The different services on which he was for some years employed were so little distinguishable, that we find no mention whatever made of him till the year 1711, when he commanded the *Sapphire*, of forty guns, one of the ships of war employed on the American station. Having been ordered to join sir Hovenden Walker, off Cape Breton, he attended that unfortunate commander into the river St. Lawrence, and after the lamentable disaster which befel that fleet, was dispatched for Boston to carry intelligence of the failure. He did not afterwards rejoin the squadron, being left behind for the protection of Annapolis. In 1718 he commanded the *Salisbury*, one of the squadron sent, under sir John Norris, to the Baltic; but no mention is made of him after this time till the year 1727, when we find him captain of the *Suffolk*, of seventy guns, one of the fleet fitted for the Baltic, and also put under the command of sir John Norris.

In

In the year following he was captain of the *York*, a fourth rate; and, in 1728, of the *Guernsey*, a ship of the same force. No naval occurrence, however, worth commemorating, took place during the time he held either of the above commands. Being, in 1730, appointed captain of the *Lark*, of forty guns, and sent to the West Indies, he died at Barbadoes on the 29th of April 1731.

DUFFUS, Kenneth Sutherland, Lord, — was the eldest son of James, second lord Duffus, and the lady Margaret Mackenzie, daughter of Kenneth, third earl of Seaforth\*. Having attached himself to a Maritime life he was, after having served a sufficient time in the subordinate ranks, promoted, on the 7th of April 1707, to command the *Portsmouth*. He did not long remain in this ship, being afterwards appointed to the *Advice*, in which vessel he had a very signal encounter with a squadron of French privateers belonging to Dunkirk. The particulars of this action are related with some degree of precision in a letter from that place, dated July the 2d, 1711.

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\* The great and illustrious family from which this nobleman is descended yields to none in the whole kingdom of Scotland for antiquity. Historians, making mention of thanes and earls of Sutherland, as soon as those dignities were known there, the Sutherlands are said to be sprung from a warlike people called the *Moravii*, who came from Germany in the reign of king Corbed the First, and afforded him great assistance in his wars against the Romans. That monarch rewarded them nobly; and gave them large possessions in the northern parts, where they settled. From them the county of Murray had its name; and their posterity became proprietors of all that large tract of country now called Murray, Ross, Sutherland, Caithness, &c.

The first immediate ancestor of this family, noticed by sir Robert Gordon of Gordonstown, who has written its history, is Allan, thane of Sutherland, a man of high rank and considerable authority, who flourished in the reigns of Duncan, and Macbeth the Usurper. His eldest son, Walter, was created earl of Sutherland by king Malcolm the Third, in the year 1067, soon after he had obtained possession of his throne, and is mentioned as among the first persons in the kingdom who ever obtained that dignity.

The lord Duffus was lineally descended from Nicholas, second son of Kenneth, sixth earl of Sutherland, who, in the year 1360, obtained a grant from his brother William, seventh earl of Sutherland, of certain lands; which grant was afterwards confirmed by a charter under the great seal from king David Bruce, the said lands being erected into a free barony. This Nicholas married Mary, daughter and heiress of Reynald de Cheyne, with whom he received the lands and barony of Duffus, which afterwards became the family title.

“ On

" On Wednesday morning, the 27th of June, the Advice, a small fourth rate of forty-six guns, commanded by the lord Duffus, fell in with eight privateers of the enemy off Yarmouth: One of the best sailers came close up with him, but not thinking it convenient to engage shortened sail till the others were up also. About half an hour past ten five of them came close alongside and hoisted French colours. About eleven they engaged, most of them lying always upon the quarters of the Advice, relieving each other while the rest kept astern, so that they maintained a continual fire. In half an hour the sails of the Advice were torn to pieces, and not a brace or bowline left. Her masts were also much wounded, and most of the shrouds cut: however, lord Duffus continued the engagement, still keeping his ship under way. But the enemy plyed their guns and small shot so warmly, and overpowered him so much by their numbers and strength, that he was, after a very vigorous defence, wherein he himself received several wounds, and many of his men were killed and wounded, obliged to surrender."

Campbell adds to this account, " that his lordship had received five balls in his body, and that two thirds of his men were killed and wounded. He was carried with great triumph into Dunkirk, where the captors most inhumanly stripped both officers and private men of their wearing apparel, and, but for the kindness of the inhabitants, had left them in a manner naked."

His lordship does not appear, after his return from captivity, to have been re-appointed to any other ship. In all probability he retired into his native country, Scotland, where, in the year 1715, he was so imprudent as to engage in the rebellion, but made his escape beyond seas, and was attainted by parliament. He was, shortly afterwards, apprehended at Hamburgh, and committed prisoner to the Tower. An act of grace being passed in the following year, his lordship was included in it; nevertheless, having by his offence not only forfeited his title and estate, but all hopes and pretensions to any future employment in the line of his profession, he withdrew immediately after his release to Russia. He was received there a very welcome visitor, as might naturally be expected when we consider the enthusiastic attachment of the Czar Peter to his navy, and his eagerness to entertain

in his service all foreigners, whose judgement and experience he deemed likely to promote or improve the darling object of his reign. He was, almost immediately after his arrival, honoured with the rank of a flag-officer, and was always held in the highest esteem. The particulars and time of his death are, on account of his having estranged himself to his native country, unknown to us.

Douglas, his countryman, gives us the following honourable, and at the same time strictly just account of his lordship. "The genius of Kenneth, third lord Duffus, leading him to a seafaring life, he soon acquired such great skill and knowledge in maritime affairs, that her majesty, queen Anne, gave him the command of the *Advice*, a fifty gun ship of war; in which station he so remarkably distinguished himself in several expeditions, that he did honour to himself and his country by his conduct, undaunted courage, and resolution."

We cannot avoid pointing out a curious political circumstance which arises from the conduct of his lordship, and that of his noble relative, the earl of Sutherland. The latter, as well as all his descendants, have constantly distinguished themselves in a most remarkable manner by their steady attachment to the house of Brunswick, while lord Duffus appears as a misguided alien to the principles of his family, and relinquished fame, title, and fortune in support of a visionary project too shallow for any but those men who unfortunately laboured under an infatuation bordering on frenzy to hope success from, and which, had it proved successful, would have been productive of the ruin and downfall of their native country. The bravest, the wisest, the best of men, have, at different periods, fallen victims to political madness.

**FAULKNER, William,**—was appointed fourth lieutenant of the *Royal William* in the year 1695, and we believe continued to serve in the same station during the remainder of the war. On the 17th of March 1707, he was promoted to the rank of captain, and appointed to the *Torbay*. He was soon afterwards removed into a frigate, and in 1715 was appointed to command the *Cumberland*, of eighty guns, under sir John Norris, who hoisted his flag on board that ship as commander-in-chief of the fleet sent to the Baltic. He remained in the same vessel three or four years; and in 1720 commanded the  
Sandwich,

Sandwich, of ninety guns, on the same service, and under the same admiral. In 1722, he was appointed master-attendant of Woolwich yard, but did not, long continue in this station, having, in two or three months afterwards, been appointed one of the captains of Greenwich-hospital. In this honourable retirement he continued till his death, an event happening on the 28th of February 1724-5.

**HADDOCK, Nicholas**,—was the third and youngest son of sir Richard Haddock, knight, comptroller of the navy, and for some time joint-admiral of the fleet, in the reign of king William\*. Pursuing the steps of his brave and worthy parent, he went very early in life to sea, and having much distinguished himself in the station of a lieutenant, as well by his activity as his constant and assiduous attention to his duty, was, on the 6th of April 1707, being then little more than twenty years old, appointed captain of the Ludlow Castle. He was immediately ordered into the North Sea, or German Ocean, as a cruiser, on which station he continued a considerable time. On the 30th of December he had the good fortune to fall in with the Nightingale and Squirrel, two frigates which had formerly been in the English service, but being captured by the enemy were at that time fitted out from Dunkirk as privateers. Notwithstanding their united force was much superior to his own, captain Haddock hesitated not a moment in giving them chase, and about eleven at night came up with and took the Nightingale. The captain of the Squirrel perceiving the fate of his comrade, took the opportunity of making his escape while captain Haddock was busied in securing his prize†.

The remainder of the war passed on without affording to captain Haddock any other opportunity of acquiring additional honour, than by that uniform propriety of conduct, and strict attention to his duty, which, known only to a few, is consequently less attractive and popular, though little less valuable than the public fame of the most brilliant and glittering transactions. Till the year 1717 no mention is made of him, but we then find him to have been captain of the Shrewsbury, a third rate of eighty guns,

\* See Vol. I. p. 229.

† See the life of captain Smith, Vol. II. p. 193.

ordered for the Baltic under sir G. Byng. In the following year he was removed into the *Grafton*, which was also a third rate, though mounting only 70 guns. In this ship he accompanied his former admiral, sir George, to the Mediterranean, and distinguished himself very conspicuously in the well-known action with the Spanish fleet off Sicily. His ship, together with the *Orford*, being excellent sailers, led the van of the British fleet into action. After having, for a considerable time, engaged the *Prince of Asturias*, of 70 guns, in which ship was rear-admiral Chacon, disdaining to waste longer time in securing a vessel so completely disabled, that it was very evident she must fall a very easy prey to the next assailant, captain Haddock left her a prey to the next ship that came up, and pursued a ship of sixty guns, which, during his preceding engagement with the *Prince of Asturias*, had kept up a very warm fire on his starboard bow. Mr. Corbet, in his account of the expedition to Sicily, concludes his relation of the above action in the following words. "The ship that suffered most was the *Grafton*, which being a good sailer, her captain engaged several ships of the enemy, always pursuing the headmost, and leaving those ships he had disabled or damaged to those that followed him\*."

He continued in the Mediterranean during the remainder of the war; and, in conjunction with captain Winder, in the *Rocheester*, sunk a Spanish ship of war mounting seventy guns: they also drove another, mounting sixty, ashore in the bay of Catania. Captain Haddock took several other prizes of consequence, in particular two transports, with six hundred Swiss recruits on board for the Spanish army. After his return to England he was, in 1721, appointed captain of the *Torbay*, of eighty guns, on board which ship sir Charles Wager had hoisted his flag as commander-in-chief of the squadron intended to be sent to Lisbon for the purpose of procuring some public satisfaction for the insult that nation had offered Britain, by the

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\* In the particular relation of this action the following honourable account is given of captain Haddock. "The ship which suffered most with us was the *Grafton*, the captain of which, though he had not the fortune to take any particular ship, yet was engaged with several, he behaved himself very much like an officer and a seaman, and bid fair for stopping the way of those four ships that he pursued, who escaped, not through his fault, but failure of wind, and his own sails and rigging being much shattered."

impri-

imprisonment of Mr. Wingfield and Mr. Roberts. The impotence of the Portuguese nation shrunk, with prudence, from the contest; and a proper as well as immediate concession saved sir Charles the trouble of ever putting to sea. Whether the Torbay was kept in commission during the whole of the intermediate time, we have been unable to ascertain with any degree of precision; but in the year 1726 we again find Mr. Haddock commanding her, and also as captain to sir C. Wager, who was admiral of the fleet sent into the Baltic. Nothing, however, in any degree worth relating took place, at least as far as Mr. Haddock was concerned\*. He continued to command the same ship after the return of the fleet into port, and, very early in the year 1727, was ordered to take under his command the Poole fireship, and convoy to Gibraltar fifteen transports, with two regiments of troops on board, destined as a reinforcement for that garrison. Having joined sir Charles Wager, who had been dispatched from England in the month of December preceding, and was then cruising off Cadiz, he was ordered into Gibraltar with the transports. The admiral himself returning soon afterwards into the bay, immediately shifted his flag into the Torbay, where he continued during the remainder of the expedition; but as every thing material that happened in the course of it has been already detailed in the life of sir Charles Wager, it is needless to add more, than that Mr. Haddock, returning with that admiral, arrived at Spithead on the 9th of April 1728.

The Torbay needing repair was put out of commission, and captain Haddock was appointed to his old ship, the Grafton, which he had commanded with so much reputation under sir George Byng. He continued captain of this ship till the year 1732, being always attached to the fleets which were, as if by annual custom, collected at Spithead; but which, during the two first years he held the command of the Grafton, never went to sea. In 1731 he accompanied sir Charles Wager to the Mediterranean, for the purpose of accommodating the difference between the emperor and Spain; and putting the Infant Don Carlos

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\* We must except that he was actively employed as a negociator on the above occasion, all the intercourse between prince Menzikoff and sir Charles being carried on through him.

in possession of the territory bequeathed him by the duke of Parma. After his return from this service the Grafton was put out of commission, and Mr. Haddock appears to have had no other appointment during the time he continued only a private captain.

This, however, was of no long continuance, for on the 4th of May 1734, he was promoted to be rear-admiral of the blue, and immediately hoisted his flag on board the *Namur*, of ninety guns, as third in command of the fleet collected, under sir John Norris, at Spithead\*. During that year the fleet never proceeded to sea, but in 1735 sailed for Lisbon, in consequence of the Portuguese nation being threatened by the Spaniards. The very appearance of so formidable a friend was sufficient to avert the impending attack; its arrival was accordingly considered and treated, both by the sovereign and his people, as a kind of providential interference, and preservation from the most imminent danger. This business being peaceably and amicably adjusted, the fleet returned home in divisions, after remaining some considerable time in the Tagus. In 1738, the depredations of the Spaniards continuing in spite of every mild and pacific remonstrance, the British ministry were induced to require satisfaction for such repeated insults and injuries; and, in order to give the greater weight to such an unpleasant demand, it was determined to dispatch Mr. Haddock, on the 22d of May, to the Mediterranean, with a squadron of nine ships of the line†. The appearance of the British fleet produced the same effect on this occasion that it frequently has done on others. The Spaniards immediately professed the warmest disposition to negotiate; but their piratical insults in the distant parts of the world were not as yet in any degree restrained. It was therefore judged necessary to give still greater weight to the just representations of Britain, by ordering out a squadron of four ships of war, and three bomb-ketches well provided with shells and other warlike stores, to reinforce Mr. Haddock, who, by these

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\* He was, on the 16th of December 1734, promoted to be rear-admiral of the white, as he moreover was on the 2d of March 1735, to be rear-admiral of the red.

† Two ships of eighty guns, three of seventy, and four of sixty, with a fireship, and the *Albion*, of twenty guns, which followed immediately after, and was at that time fitted also as a fireship.

and other intermediate aids, which he had received, now commanded a Squadron consisting of twenty-one ships.

This powerful armament, together with the prospect of its continuing during the winter at Port Mahon, as the Spaniards were given to understand would be the case, produced no small effect upon their counsels. The king of Spain ratified the preliminary articles of the treaty, but had artfully and surreptitiously added such a number of restrictions relative to trade, and the right of British ships to board or visit Spanish vessels of any description, that the people of England, when informed of this piece of chicanery, contrived merely for the purpose of gaining time, were unanimously clamorous, calling aloud for war as the just, and only means of obtaining true satisfaction from those who had aggravated insult by imposition. This conduct produced the well-known convention with Spain; which being far from satisfying the minds of the people, as indeed it was far from affording the reparation they had a right to expect, tending rather to inflame their minds with a more eager desire for war, than to quiet them, or avert their former intention.

To this end Mr. Haddock was among other commanders, in different parts of the world, ordered in the year 1739, to make reprisals on the Spaniards. In this species of warfare which, even considered in a national point of view affected them most seriously and sensibly, he was remarkably fortunate. Among his prizes were two ships from the Caraccas, supposed to be worth two millions of dollars, besides several others of very great, though inferior value to the foregoing, and a considerable number of privateers. In short, it is remarked by many historians, that "no squadron had for many years been so successful." He continued on the same station, during the year 1740, with an uninterrupted repetition of the same species of good fortune. The Spaniards, not having it in their power during that time to collect a naval force sufficient to meet the British Squadron in fair contest, they were compelled to confine their larger ships within the limits of their own harbours, and permit the ruin of their commerce to pass on unmolested and unrevenged; except, indeed, by the paltry casual captures made by their privateers, or some of their smaller ships of war, who were hardy enough to venture out.

Campbell, on this occasion, according to a kind of custom he is very fond of indulging himself in, is very severe on such a mode of prosecuting a war: "the fleets (says he) on the Gibraltar and Minorca station, the first commanded by sir Chaloner Ogle, consisting of twelve sail, the latter by rear-admiral Haddock, were only employed in cruising on the coast of Spain and Italy, without any attempt to attack or annoy the enemy, except by now and then seizing a poor defenceless fly that happened unfortunately to fall into their web. The reader needs not be informed that I allude to the capture of unarmed trading vessels by ships of war. A contemplative mind, reflecting on these maritime depredations, is naturally led to enquire, by what law of nature, or of nations, or on what principle of justice, princes at war thus seize the private property of each other's subjects, in trading to other kingdoms? This procedure seems more extraordinary, when we consider that their land forces generally observe a different conduct. A general, in marching through an enemy's country, so far from robbing and imprisoning every peasant he meets, gives positive orders, that the person and property of individuals, not in arms, shall not be molested; he makes war against the prince, and not against the people individually. An admiral, on the contrary, takes every trading vessel he meets, robs the owners of their property, and sends the crew home to be confined as prisoners of war. Here then is a heavy punishment inflicted on persons who had neither intention nor power to commit any offence, or in any wise to injure those by whom the punishment is inflicted."

There is so great a degree of absurdity in the foregoing piece of argument, that it is scarcely necessary to say a syllable in answer to it: whether the custom is proper or consistent with the rules of justice, is by no means the question, but it is whether that custom is universally practised by nations, or princes at war with each other? If it is, and that must be admitted to be the case, it becomes a matter of state necessity to comply with and pursue it as one of the most effectual modes of procuring a return of peace. Mr. Haddock was not, however, merely occupied in this predatory kind of war during the whole of the year 1740; his success had raised him to such a degree of reputa-

reputation, and caused the people at large to enter into the war with so much spirit, that the Spaniards exerted every nerve to raise a force sufficient to face him. By making a feint to recover the island of Minorca, they succeeded in drawing off Mr. Haddock from before the port of Cadiz, and embraced that opportunity of slipping out with nine ships of the line and two frigates, which got into Ferrol, where other ships were ready to join them. Intelligence of these measures being received by the British ministry, Mr. Balchen was ordered out to reinforce him with a squadron of six ships of the line. One of the principal objects of the expedition was to intercept the *Assogue* ships, which were daily expected from Vera Cruz at Cadiz. This, having failed through the extreme caution of the Spaniards\*, and other ships being sent out to Mr. Haddock, so that he had a force sufficient to block up the enemy's fleet in the harbour of Cadiz, Mr. Balchen returned to England, leaving him again commander-in-chief on the Mediterranean station.

The events of the year 1741 were, toward the conclusion of it, in some degree more interesting, than those of the preceding. Mr. Haddock, who on the 11th of March was promoted to be vice-admiral of the blue, continued, during the summer, to block the port of Cadiz, and prevent the junction of the Spanish ships there with the Toulon squadron, and a large fleet of transports collected at Barcelona for the purpose of conveying a formidable army into Italy, intended for the attack of the queen of Hungary's dominions. So highly was the admiral esteemed, so complete was the satisfaction afforded by his conduct in every department, that the Italian merchants, early in the year 1741, addressed the lords of the admiralty, thanking them in the warmest and handsomest terms for the extraordinary protection afforded to their commerce by the squadron under Mr. Haddock, and they passed also a very handsome vote of thanks to the admiral himself, presenting him, as a more substantial proof of their esteem, with a very magnificent gold cup.

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\* See page 158.

Mr. Haddock continued to keep the sea, cruising between Cape St. Mary and Cadiz, till the beginning of the month of November; when the tempestuous weather compelled him to put into Gibraltar to refit. The Spaniards had completed the embarkation of their troops at Barcelona, to the number of fifteen thousand men, into Italy; and on the 24th of November the squadron, commanded by Don Navarro, taking advantage of the darkness of the night, put to sea from Cadiz in hopes of getting through the freights of Gibraltar unobserved: in this, however, they were disappointed; a strong easterly wind arising on the morning of the 25th, drove them back in sight of Gibraltar, and detained them two days in that situation; a favourable breeze then springing up, enabled them to effect a junction, off Malaga, with De Court's squadron, from Toulon.

Admiral Haddock was in the interim using every endeavour to refit his squadron, which having, by almost incredible exertions, effected by the second of December, he quitted the bay of Gibraltar in quest of the enemy. In a few days he got sight of the combined squadrons, which were drawn up in a regular line to receive him; but, as he was bearing down on the Spaniards, and almost on the point of attacking them, the French admiral, De Court, sent a flag of truce, with a message, to inform Mr. Haddock, "that as the Spaniards and French were at that time engaged in a joint expedition, he must obey his orders and protect his master's allies." Mr. Haddock immediately deemed it necessary, on this extraordinary event, to call a council of war, as well on account of the nature of his instructions, and the extreme delicacy of his situation, as the great superiority of the combined squadron, which consisted of near fifty vessels of different descriptions, while his own force amounted not to thirty\*. It was unanimously decided that

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\* It consisted of the following ships:

Ships. Commanders. Guns.			Ships. Commanders. Guns.		
Marlborough,	Ad. Haddock	90	Dartmouth,	West	50
Somerfet,	Slater	80	Panther,	Gideon	50
Lancaster,	Cayley	80	Pembroke,	Lee	60
Ipswich,	Martin	70	Warwick,	Toller	60
					Plymouth

that the squadron should repair to Mahon, and wait there for the reinforcement which was expected from England, under the command of commodore Lestock: before, however, this could arrive, the French and Spanish fleets had repaired to Barcelona, and, on the 24th of December, proceeded from thence for Italy, with a second embarkation of troops.

The vice-admiral was joined by Mr. Lestock on the 1st of February, and made all possible dispatch in getting ready for sea, in order to scour the coasts of Italy and prevent the introduction of any supplies, or reinforcements, for the Spanish army under the duke of Montemar. Before, however, the fleet was in a condition to sail, the vice-admiral was unhappily attacked by so severe an indisposition, that he was, very reluctantly, compelled to resign the command of the fleet to Mr. Lestock, and return in the Roebuck, a forty gun ship, to England, where he arrived on the 26th of May. This indisposition of the worthy admiral's is said to have been of the most melancholy and affecting nature, an extreme dejection of spirits, occasioned, as some insist, by mere chagrin at not having had it in his power to strike some signal blow which might eventually lead to the termination of the war. He never took upon him any command after his return to England, but was, nevertheless, most deservedly promoted, on the 9th of August 1743, to be vice-admiral of the white; and, on the 7th of December following, to be vice-admiral of the red. On the 19th of June 1744, he was farther advanced to be admiral of the blue. After having attained this very elevated rank in the service, and lived universally

Ships.	Commanders.	Guns.	Ships.	Commanders.	Guns.
Plymouth,	Watson, senior.	60	King's Zebeck,	Stepney	30
Dragon,	Barnett	60	Duke,	} Fireships.	
Salisbury,	Osborne	50	Anne Galley,		
Oxford,	Pawlett	40	Mercury,		
Guernsey,	Forbes	50	Mary Galley,		40
Folkeston,	Balchen	40	Dursley Galley,		20
Fevertham,	Watson, junior.	40	Winchelsea,		20
Roebuck,	Brett	40	Salamander Bomb.		

The ships that joined him under Commodore Lestock were the Neptune, Barfleur, Burford, Essex, Nassau, Hampton Court, Royal Oak, Rumpsey, Winchester, and Winchelsea.

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respected and esteemed by all men, he paid the debt to nature on the 26th of September 1746, being then in the 60th year of his age. His death being lamented by all, his memory has been traduced by none.

**HAGAR, John.** — The first information we have of this gentleman is, that on the 12th of June 1707, he was appointed captain of the *Charles Galley*. A considerable number of years passed on before he had any opportunity of obtaining a command sufficiently eminent to be particularised, so that we find no mention whatever made of him till the year 1715, when he was captain of the *Hampshire*, of fifty guns, one of sir John Norris's fleet ordered for the Baltic. On his quitting the *Hampshire* he was removed into the *Rocheſter*, a ship of the same rate, which we find him commander of, in 1717, on the Mediterranean station. In 1720 he was captain of the *Revenge*, of seventy guns, one of the fleet ordered again for the Baltic under his former admiral sir John Norris. Such was the poverty of naval events at the above period, that, after the strictest search we have been able to make, nothing can be collected, relative to Mr. Hagar, beyond the mere date of his appointments. We know of no other, nor, indeed, any remaining particulars concerning him, except that, in the month of May 1734, he was promoted to be rear-admiral of the blue, as he was also, on the 2d of March 1735, to be rear-admiral of the white. On the 11th of July 1739, he retired altogether from the service on a pension equivalent to his half pay. This he enjoyed till his death, which happened on the 27th of February 1748.

**HAMILTON, Archibald,** — is by many confounded with the lord Archibald Hamilton, of whom an account has been already given in the former-part of this volume\*. He certainly, however, is a very different person; but no other particulars relative to him are known, except that he was, on the 12th of January 1707, appointed captain of the *Lynn*. We have not even been able to discover the time of his death.

**HAMILTON, James,** — was, on the 26th of December 1707, appointed captain of the *Lark*, and died in the West Indies on the 22d of December in the following year.

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\* See page 15.

**HARDY, Charles,** — was, on the 13th of January 1707, appointed captain of the *Strombolo* fireship. We know no other particulars concerning him, except that, in 1708 and the following year, he commanded the *Roebuck* on the West India station, where he had some success; and was dismissed the service in 1714. Rear-admiral Hardy indeed, in his list of admirals, informs us, that he *broke the boom at Vigo*, and also that he died on the 11th of June 1748; but we have no collateral information of either of these events.

**PIGOTT, Walter,** — was, on the 13th of November 1707, appointed captain of the *Bridgewater* \* frigate. Extraordinary as it may appear, no other particulars have come to our knowledge, except that he died in England on the 19th of May 1754.

**SHALES, John,** — was, on the 21st of November 1707, made commander of the *Rye*. He is not mentioned after this time till the year 1715, when he was captain of the *Severn*, of fifty guns, one of the fleet sent to the Baltic under sir John Norris. He continued in the same ship two or three years, and in 1717 was again sent on the same service under sir George Byng. He was afterwards removed into the *Hampshire*, a ship of the same rate, and ordered for the Mediterranean, from whence he did not return, dying at Palermo on the 24th of April 1720.

**TUDOR, Abraham,** — was, on the 5th of August 1707, made captain of the *Dolphin*. He was very soon afterwards promoted to the *Assistance*, of fifty guns; and, in the month of February 1708, was ordered for Kinsale to convoy from thence the trade bound to England. On his return he joined captain Tollet, who was then employed on the same kind of service from Cork. Captain Tudor was, indeed, ordered to put himself under the command of Mr. Tollet, in consequence of intelligence, which had been received at home, of a French Squadron, under the well-known Du Guè Trouin, said to be cruising in the Channel. The precaution was not vain, for on the 2d of March they fell in with the enemy's ships about eight leagues distant from the Lizard. After a very desperate encounter, the particulars of which have been

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\* A private memorandum concerning him says the Jersey.

already

already related in the life of captain Tollet \*, they succeeded in preserving the greater part of their convoy. Captain Tudor himself was unfortunately so desperately wounded, that he died within a few hours after the conclusion of the action.

1708,

**BLINSTONE, Henry,**—was, on the 28th of February 1708, appointed captain of the *Lynn*. He continued in this ship during the whole of the war. In the beginning of the year 1712 he was sent, by admiral Baker, under whose command he then was, with two or three ships of nearly the same force with his own, to cruise off the coast of Spain, and had the good fortune to make some very valuable prizes. Captain Blinstone himself has afforded us a short account of some of the leading particulars of this cruise; and the brilliant action which concluded it has induced us to insert it at length.

“ On the 14th of April I was, by vice-admiral Baker's orders, to sail with her majesty's ship *Lynn*, joined by captain Field of the *Ludlow Castle*, to see the trade into Oporto and Viana; in performing which service, I took a small ship laden with canary and snuff. The weather was such as sprung the *Ludlow's* mizen-mast, and split most of her sails, which obliged me to put into Lisbon to refit, where I made little stay, but proceeded with the two ships to Gibraltar, and there joined the *Royal Anne Galley* and *Port Mahon* with four ships. I on the 10th instant got sight of seven sail of ships, five *Gavilans* and two *Cettees*, off *Estapona*. The *Royal Anne Galley* I sent to stretch to the westward, to prevent any getting out of the Straights. Four she forced into *Ceuta* road under their cannon, and the others weathered him and got away. The *Port Mahon* I sent to the eastward; and, with the *Lynn* and *Ludlow Castle*, stood to the northward, and forced

into Estapona road three Martinico ships, a Cettée and Gavilan, and a Spanish man of war, carrying thirty-six guns, two hundred and fifty seamen, and one hundred soldiers, designed for Cadiz. The Ludlow Castle weathered the man of war, who, to avoid our boarding him, cut his cable and run ashore; all which ships I in the morning summoned the governor to deliver me up, which I readily believe he would have been done, had not colonel Forbes (who commanded the man of war) vigorously opposed it; but, after eight hours cannonading them with our other four ships, the man of war, and the Cettée her prize, and one Martinico man, they set on fire, another we sunk, who, with the swift of the sea, turned bottom up. In the morning I again summoned the governor to deliver me the ships and Gavilan left undestroyed in the road, having found it not practicable to burn or bring away the same in the night, the shore being lined with horse and foot to prevent the same. By the return of my summons I found the ships to be sunk and turned bottom up, the Gavilan, laden with rush and tile, they fired, whose cable burning she drove a-shore and bulged on the beach. Our damages were little; the Port Mahon lost one man, three were wounded slightly in the Royal Anne Galley, and some small damage received in our rigging."

We have not been able to collect any other particulars concerning him, except that he died on the 28th of September 1728.

BROOKS, Cæsar,—was, on the 24th of July 1708, appointed captain of the Dolphin. In the List published by rear-admiral Hardy, as well as in some others that are in manuscript, his first command is said to have been that of the Assistance. We believe, however, these to be erroneous, as well as that which in the same list states him to have been killed in an action, on board the Pearl, on the 2d of March 1708-9. We believe this event to have taken place on the 31st of December 1711, but have not been able to collect any of the particulars attending it.

CONSTABLE, Charles. — This gentleman was, on the 18th of October 1708, appointed to the command of the Chichester. In the following year he was made captain of the Falcon, a frigate of thirty-two guns, and sent to the Mediterranean, where, being ordered out on a  
cruise

cruise in the month of December, accompanied by the *Pembroke* of sixty-four guns, they had the misfortune, on the 29th of that month, to fall in with five sail of ships, which they at first apprehended to be a part of sir Edward Whitaker's squadron. On nearing them and discovering they had French colours, they made the private signal appointed by sir Edward, which was immediately answered by the enemy, two of their ships hoisting English, and a third Dutch colours; the other vessels having parted company just before, stood towards Antibes. The English captains were not, however, to be easily deceived; but finding on a nearer approach the ships to be very large, stood from them with all the sail they could make.

There being unfortunately very little wind, the enemy's ships neared them fast, having the advantage of a smart breeze, which reached them long before the English ships could derive any assistance from it. The enemy, whose force consisted of one ship of seventy guns, one of sixty-six, and one of fifty, first came up with the *Pembroke*, which, after a smart action in which her commander, captain Rumsey was killed, overpowered and took her. The two smaller ships then pursued the *Falcon*, which captain Constable did not consent to surrender till he himself was dangerously wounded by a shot through the shoulder, and till, as it is said, he had no more than sixteen unwounded men left out of his whole crew.

Soon after his return from captivity, and recovery from the effects of his wound, he was promoted to the *Panther*, and ordered out on a cruise; in which service he met with very remarkable success, having, during the month of February 1712, captured a French frigate mounting thirty guns, and two very large as well as valuable merchant ships. The peace taking place soon afterwards, no other mention is made of captain Constable except that he died at Barbadoes some time in the year 1716, being at that time captain of the *Roebuck*.

COOK, Isaac, or, according to some, James,—was appointed first lieutenant\* of the *Archangel*, of forty-eight guns, in the year 1692. We find no farther mention

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\* It is worthy of remark that captain Paddon, who was promoted to the rank of captain some years before this gentleman, was at the above time *second* lieutenant of the *Archangel*.

made of him during the reign of king William; but he was, not long after the accession of queen Anne, advanced from the rank of lieutenant to that of commander of the *Terror* bomb-ketch. This vessel was unfortunately destroyed at Gibraltar by mons. Pointi's squadron: but the conduct of captain Cook was so proper and exemplary, that he was most honourably acquitted by the court-martial held for the purpose of investigating the circumstances attending the above accident. He was not, however, promoted to the rank of captain till the year 1708; when he was, on the 18th of October, appointed to the *Garland*. In 1711 he commanded the *Leopard*, of fifty-four guns, one of the North American squadron. Having joined sir Hovenden Walker, who commanded the expedition sent against Quebec, he was sent home to England with the melancholy news of its failure. No other mention is made of him, except that he died on the 18th of December 1712. Rear-admiral Hardy makes his death to have happened on the 26th of November 1724, but we decidedly believe that to be a mistake.

**GOODHALL, John**,—was, on the 25th of September 1708, appointed captain of the *Milford*. Nothing farther is known of him except that he died on the coast of Guinea on the 16th of February 1729, being at that time commander of the *Feverham*.

**GUNMAN, James**,—was the youngest son of captain Christopher Gunman\*, of Dover in Kent, and Catherine, daughter of — Aldersey, esq. an eminent Hamburgh merchant. Being intended for the sea service by his gallant father, whom he had the misfortune to lose when only nine years old, he was, in conformity to that resolution, sent out under the protection of captain Pickard, who was his uncle. His entrance into the service was disastrous, the *Happy Return*, the ship he went on board of, being soon afterwards taken by the enemy. Having immediately, on being exchanged, returned to the service, he was, in the month of June, promoted to be third lieutenant of the *Boyne*, of eighty guns, commanded by captain Good, being one of the ships belonging to the main fleet. He remained in the same station during the war, and is not known to have received any other appointment

till the 1st of August 1703, when he was made third lieutenant of the Royal Catherine; from which ship he was, in the month of September following, removed to the same station on board the Royal Sovereign. After having remained in that ship some considerable time, he was at last noticed by sir Cloudesley Shovel, who, when he sailed for the Mediterranean, in the year 1706, took him as his first lieutenant in the Association, and very soon promoted him to be commander of the Weazle sloop. He returned from the Mediterranean, with his admiral, in the month of October 1707, and happily escaped being involved in the dreadful disaster that befel him and some of the ships under his command.

He continued commander of the Weazle during the ensuing summer; and, on December 20, 1708, was very deservedly promoted to be captain of the Lyme frigate. He remained in this ship for a very considerable time, we believe till the conclusion of the war, employed on a variety of services, unfortunately so insignificant that they afforded him no other opportunity of distinguishing himself as a valuable officer, than by that strict attention to his duty, which, though it demands the highest praise and veneration, in general passes on disregarded and unrewarded by the smallest attentive historical tribute. We find him, between the time of his appointment and the year 1711, in the West Indies, and in the North Sea, employed as a cruiser, and afterwards sent with an outward-bound convoy from Milford to Newfoundland. During the time he continued off the latter island, most probably for the protection of the fishery, he had the good fortune to capture a large French merchant-ship, which is the only success we have any intelligence of his having met with from his first appointment to a command. From Newfoundland he sailed for the Mediterranean with such merchant-ships as were bound thither; and on his arrival there put himself under the orders of sir John Norris. In the month of March following he very much distinguished himself in an action with four French ships of war; and although we already have given some account of the engagement, both in the lives of captain Pudner and captain Walpole, who were also parties in the contest, we shall venture to insert the following authentic account of this spirited little encounter, as extracted from the journal of captain Gunman himself.

“ March

" March 22, 1710-11. At half past two A. M. I weighed out of Vado road in company with the *Severn* and *Lion*. At a quarter past five we saw four ships brought to and made a signal to the admiral. At half past five we gave chase to them; and at half past eight came up with and engaged them, they proving to be four French ships of war from sixty to forty guns each\*. We engaged them at half gun-shot distance. At eleven they made all the sail they could and ran away. We made all the sail we could after them. At noon the *Severn* made a signal to leave off chase, she being much disabled in her masts and yards. I had six men wounded in the action, three of whom had their legs shot off."

We have to lament, that no other particulars are known relative to the service of this gentleman, except that, in the year 1732, he commanded the *Northumberland* guard-ship: he was afterwards, in 1742, appointed treasurer of *Greenwich-hospital*, an office he held till the year 1754; when, having attained the advanced age of seventy-seven, he resigned it in favour of sir Charles Saunders, and had a pension of equal value granted, as a recompense for, and proper testimony of, his very meritorious conduct as a naval commander: this, however, he unhappily did not long enjoy, dying on the 27th of June 1756, being then in the 70th year of his age.

HEMMINGTON, James, — was, on the 12th of November 1708, appointed captain of the *Experiment*. Few gentlemen have continued in the service for such a series of years and have been so little known; for although he must have enjoyed many intermediate appointments we do not find any other mention made of him, except that he commanded the *Princess Amelia*, of eighty guns, one of the fleet under sir John Norris in the year 1740; and afterwards accompanied sir C. Ogle on the expedition against *Carthagena*. On the 15th of July 1747, he was promoted to the rank of rear-admiral, and was put on the superannuated list, in pursuance of an order, made by his majesty in council on the 3d of June preceding. He died on the 26th of December 1757.

HOLLAND, Edward, — was, on the 23d of July, promoted to the command of the *Scarborough*. We

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\* The *Phoenix*, *Pembroke*, *Ruby*, and *Trident*.

hear nothing farther of him till the year 1720, at which time he commanded the Gloucester, of sixty guns, one of the fleet ordered for the Baltic under sir John Norris. He continued in the same ship, employed on the same service, and under the same commander-in-chief, during the following year. We have no farther particulars concerning him, except that he died in England on the 24th of February 1724.

JOHNSON, Sir Robert,—was, on the 3d of February 1708, appointed captain of the Experiment. He was before the conclusion of the year removed into some other ship; but the services on which he was employed were so little consequential, that we find no mention made of him previous to the year 1716; he then commanded the Auguste, one of the fleet sent to the Baltic under sir John Norris. A violent storm arising on the 9th of November, the Auguste was unfortunately stranded on the island of Annout; but sir Robert, as well as the officers, and the principal part of the crew, were saved. In 1719 he commanded a small squadron which attacked and destroyed the fortifications of port San Anthonio, on the coast of Spain, together with three ships of the line which were on the stocks, and an immense depot of timber, as well as other naval stores, sufficient to have constructed and fitted five or six more. Captain Johnson at that time commanded the Weymouth; and in the month of September, subsequent to the foregoing enterprise, attacked, in conjunction with the Winchester, two Spanish ships of war in the harbour of Ribades near Cape Ortugal; when, notwithstanding they were protected by a battery, succeeded in setting them both on fire, and brought off a merchant-ship of three hundred tons which lay near them. For these very conspicuous acts of gallantry he is supposed to have received the honour of knighthood. He was, after the year 1720, appointed to the Exeter, a ship of the line, and sent to the East Indies under commodore Mathews. Some part of his conduct, the particulars of which are unknown to us, being disapproved of that gentleman, he dismissed him from his command. When on his return to England in the Aislabe East India ship, he was unfortunately drowned at the Cape of Good Hope on the 5th of June 1723.

LAWSON, Henry,—was, on the 31st of July 1708, appointed captain of the Pearl frigate. No particulars

of his service are known, except that he died some time in the year 1734, being at that time commander of the Dublin yacht.

MASSAM, William, — was, on the 17th of May 1708, appointed captain of the *Terrible* frigate, or, according to others, of the *Falcon*: being ordered for the Mediterranean he there most unhappily put a period to his own existence, by shooting himself, on the 2d of October 1708. The cause of this rash action is not even suggested.

MEADE, Samuel, — entered into the navy very soon after the revolution, and was, as early as the year 1692, appointed second lieutenant of the *Prince of Orange*, of forty-six guns. We know nothing farther concerning him till his appointment, on the 20th of September 1708, to be captain of the *Sweepstakes*, a frigate of thirty-two guns. In this ship he had the misfortune to be captured in the month of April 1709. He is said, by Campbell, to have fallen a prize to two very large privateers, each of which were of force far superior to that commanded by Mr. Mead, nevertheless his conduct was deemed so reprehensible by the court-martial, convened for the purpose of enquiring into the above accident, that he was sentenced to be dismissed the service. This decision was afterwards, however, thought so rigid, that he was reinstated in the service, and appointed to take rank as a post captain from the 13th of February 1713, on which day he was commissioned to command the *Success* frigate. No other particulars relative to him are known, except that he died some time in the year 1725.

MIGHELS, John, — might be supposed, from the similitude of so extraordinary a name, to have been a relative or descendant from vice-admiral James Mighels, who has been already noticed. This does not, however, appear to have been the case; and we have no information whatever relative to this gentleman, till we find him, on the 31st of March 1708, appointed captain of the *Chichester*. He was shortly afterwards removed into the *Medway*, a fourth rate, a ship stationed as a cruiser in the Irish Channel, where he had the good fortune to capture a large French privateer, mounting upwards of thirty guns. This is the most consequential mention we find made of him for some years, for it is very singular we

never meet with him as commander of any ship, in any of those fleets so frequently equipped during the reign of George I. In the month of November 1733 he was appointed captain of the *Hampton Court*, a third rate of seventy guns; in which ship he continued two or three years. This appears to have been his last command; and we suppose him, after he quitted it, to have retired from the service on a pension.

**NICHOLS**, George, — was, on Nov. 17, 1708, appointed captain of the *Arrogant*, a ship of sixty guns, taken, in 1705, at Gibraltar by the squadron under sir J. Leake. Captain Nichols was not fortunate enough to enjoy his promotion, the *Arrogant* foundering at sea on the 5th of January 1709, the captain, and we believe the whole of the crew perishing with her.

**OGLE**, Sir Chaloner, — was the descendant of a very ancient and respectable family long settled in the county of Northumberland. This gentleman was first appointed a captain in the navy on the 14th of March 1708, he being then promoted from the *Wolf* sloop of war to the *Tartar* frigate. Many years passed on without his having been fortunate enough to meet with a single opportunity of distinguishing himself. He continued captain of the *Tartar* during the remainder of the war, stationed principally in the Mediterranean, where he had the good fortune to take one or two very valuable prizes; by which, if he did not acquire fame, he had at least the satisfaction of acquiring wealth. Some time after the accession of George the First, he was appointed to the *Worcester*, a fourth rate of fifty guns, one of the fleet ordered for the Baltic in the year 1717; but the circumstance which first established his reputation was the capture of Roberts the pirate, together with his whole squadron, in the month of April 1722.

Captain Ogle at that time commanded the *Swallow*, a fourth rate, and was cruising off the coast of Africa in search of the pirates, when he received intelligence they were in a bay close to Cape Lopez. Captain Ogle immediately took every method possible to disguise his ship, so that it might pass on his desperate antagonists for a merchant vessel. On standing in for the shore he discovered the ships he was in quest of, the largest being that commanded by Roberts himself, mounting forty guns;

guns; and the smallest, carrying twenty-four, were lying high up in the bay, on the heel, cleaning their bottoms. Captain Ogle's stratagem was so completely executed that the pirates were deceived into a belief that the Swallow was an unarmed ship, or at most a vessel of inconsiderable force. Roberts, the commander-in-chief, made a signal for the only ship which was in a condition for immediate service to slip his cable and run out after the Swallow. This mounted thirty-two guns, and was commanded by one Skyrn, a man of much resolution and intrepidity. Captain Ogle pretended to fly, and, in short, conducted himself through the whole of this difficult business with so much specious timidity, that he decoyed the pirate to a distance at which the report of the guns could not be heard by his comrades. He then tacked upon his antagonist and brought him quickly to action; but although Skyrn himself was wounded by the first broadside, such was the desperation with which his people fought, well knowing the ignominious death which awaited them if taken, that they did not surrender till after an action of an hour and an half's continuance.

Captain Ogle, after having taken possession of his prize, hoisted the piratical colours over those of the king, and returned to the bay, where he had left Roberts and his companion. These having in the interim righted their ships, and being deceived by the plausible appearance of success which Mr. Ogle's deception had flattered them with the hope of, immediately stood out of the bay, thinking to congratulate their companion on his conquest. Their joy, however, was of very short duration, for the Swallow, bringing their ships to action, captured them both, after a contest of two hours continuance, in which Roberts himself was killed. The three prizes were carried into St. Thomas's, and the prisoners to Cape Coast Castle, where they were tried. Seventy-four received sentence of death, of which number fifty-two were executed, the greater part of them being afterwards hanged in chains along the coast, as a terror to future depredators of the same class.

This success, with its several contingent circumstances, redounded so much to the credit of captain Ogle, that, immediately on his return to England, he received the honour of knighthood. But we do not again find him in

any command till the year 1729, when he commanded the *Burford*, of seventy guns, one of the fleet which rendezvoused at Spithead under the command of sir Charles Wager; as he did, in 1731, the *Edinburgh*, also a seventy gun ship, one of the fleet sent to the Mediterranean under sir Charles Wager. After this time we find no particular mention made of him till his promotion, on the 11th of July 1739, to be rear-admiral of the blue. A rupture with Spain was then daily expected, and sir Chaloner, having hoisted his flag on board the *Augusta*, was ordered for Gibraltar with a squadron of twelve ships, having orders either to act separately, or to put himself under the command of Mr. Haddock, who was already in the Mediterranean with a stout squadron, as circumstances should arise. After his return from the Mediterranean, where no occurrence worth relating took place, he was appointed third in command of the fleet under sir John Norris, which was sent out for a short cruise, during the latter part of the summer, in the year 1741. On his return into port he was ordered to take upon him the command of the fleet and convoy destined for the West Indies, as a reinforcement to Mr. Vernon, and intended to effect the complete conquest of all the Spanish settlements there. Having removed his flag from the *Shrewsbury*, of eighty guns, to the *Russel* of the same rate, he sailed from Spithead on the 26th of October with a fleet consisting of twenty-four ships of the line\*, one of fifty

\* The fleet consisted of the following ships.

Ships.	Commanders.	Guns.	Men.
<i>Russel</i>	Sir Chaloner Ogle, Captain Norris.	80	600
<i>Amelia</i>	Hemmington	80	600
<i>Boyne</i>	Lestock	80	600
<i>Carolina</i>	Griffin	80	600
<i>Chichester</i>	Trevor	80	600
<i>Cumberland</i>	Stewart	80	600
<i>Norfolk</i>	Graves	80	600
<i>Shrewsbury</i>	Townsend	80	600
<i>Torbay</i>	Gascoigne	80	600
<i>Hackingham</i>	Mitchell	70	480
<i>Oxford</i>	Lord Aug. Fitzroy	70	480
<i>Prince Frederick</i>	Lord Aub. Beauclerk	70	480
<i>Prince of Orange</i>	Osborne	70	480
			Suffolk

fifty guns, several store and fireships, and upwards of one hundred and fifty transports. They had scarcely cleared the Lands End when they were overtaken by a dreadful gale of wind, a circumstance which alarmed the whole nation for their safety; but though they did not perfectly escape without injury, they sustained much less damage than could reasonably have been expected, one of the ships of war being the only vessel forced back, the transports, though some of them were rather in a crippled state, pursuing their voyage to Jamaica, where, after having watered at the neutral island of Dominica, they arrived, without farther accident, on the 9th of January 1741-2. The subsequent events of this unfortunate expedition have been already given \* at some length in the life of Mr. Vernon ;

	Guns.	Men.
Suffolk—Davers	70	480
Augusta—Dennison	70	400
Deptford—Mostyn	70	400
Dunkirk—Cooper	60	400
Jersey—Lawrence	60	400
Lyon—Cotterel	60	400
Montagu—Chambers	60	400
Rippon—Jolley	60	400
Superbe—Hervey	60	400
Weymouth—Knowles	60	400
York—Cotes	60	400
Litchfield—Cleland	50	300

#### Hospital Ships.

Princess Royal—Tucker	95
Scarborough—Carter	95

#### Fireships.

Ætna—Fenwick	45
Phæton—Kennedy	45
Strumbelo—Hay	45
Firebrand—Barnard	45
Vesuvius—Gay	45
Vulcan—Pellet	45

Of these the Cumberland, after having had her lower tier of guns taken out, was converted into a storeship; the Buckingham returned back to England; the Shrewsbury, the Torbay, and the Superbe, went for Lisbon.

\* On the 12th of March 1741, he was advanced to be rear-admiral of the red.

nor did a single circumstance, in any degree worth relating, take place afterwards during the time these two gentlemen continued connected in command.

After the return of Mr. Vernon to Europe, sir Chaloner, who was, on the 9th of August 1743, promoted to be vice-admiral of the blue, and on the 7th of December following to be vice-admiral of the white, was left commander-in-chief on the Jamaica station; and government being sensible of the disadvantages which had attended a division of command between land and sea officers, endeavoured to remedy the inconvenience in future, by giving the admiral an absolute authority over the marines, or any other soldiers that might be embarked on board the fleet. His conduct gave the most universal satisfaction, for a private letter, dated at Port Royal, April the 29th, 1744, bestows the following encomium on him. "The inhabitants of this island begin to recover their spirits; the loss of admiral Vernon is in great measure compensated for by the vigilance and good conduct of sir Chaloner Ogle." On the 19th of June 1744, he was advanced to be admiral of the blue. He remained in the West Indies till the following year; but neither the Spaniards nor the French having any naval force for him to contend with, and he himself having neither a land force sufficient to support, nor instructions to undertake any enterprise against their settlements, the whole of the period, during which he was commander-in-chief on the above station, was consumed merely in cruising for the protection of commerce, if we except the unfortunate attacks made, in 1743, on the harbours of La Guira and Porto Cavallo by commodore Knowles, an account of which will be found particularly given in the life of that gentleman.

He arrived at Spithead early in the month of June in the Cumberland, with three other two-decked ships and a small convoy of merchant vessels. In the month of September he was appointed president of the court-martial assembled on board the London, in the river Medway, for the trials of the admirals Mathews and Lestock, with the captains and other officers, against whom different charges were made relative to the miscarriage in the action off Toulon. He continued to hold this station only till the conclusion of the trials of the lieutenants and captains. The court

was

was afterwards removed to Deptford, and sir Chaloner Ogle was succeeded by rear-admiral Mayne. He does not ever appear to have either gone to sea, or concerned himself with public life after this time. He was, on July 15, 1747, advanced to be admiral of the white squadron; and to the still higher rank of admiral of the fleet, on the 10th of July 1749. The latter advancement he did not long enjoy, dying some time in the year 1750.

PERCY, or PIERCY, Francis, — was, in the year 1706, appointed commander of the Firebrand fireship. On his return from the Mediterranean with sir Cloudesley Shovel, in the month of October 1707, he had the misfortune to be involved in the same calamity with his admiral, far as the loss of the ship he commanded. He was, however, fortunate enough to preserve his own life, together with those of part of his crew, which, together with the captain, got to the shore in the boat; and five others saved themselves on a part of the wreck. On the 12th of February 1708, he was appointed captain of the Winchelsea. We can find no certain proof of his having held any command after this time till the year 1718, when he commanded the Windsor, one of the Baltic squadron. In 1727\* he was appointed to the Medway, of sixty guns, one of the squadron also designed for the Baltic under sir J. Norris; as he was, in the month of December 1733, to the Torbay, of eighty guns, one of the ships ordered to be equipped in consequence of an apprehension that the flames of war, which then appeared to be spreading over Europe, might ultimately extend to Britain itself. We have not been able to procure any farther information relative to this gentleman, except that we believe him to have retired from the service soon, if not immediately after he quitted the Torbay; and that he died in England on the 16th of February 1740-1.

RAMSEY, George, — entered into the navy soon after the revolution; and, in 1692, was appointed second lieutenant of the Hampton Court. We hear nothing farther

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\* This deficiency arises merely from the difficulty of procuring private biographical memoirs, and the little attention paid by historians to characters who have been unfortunately destitute of an opportunity of bringing them so far forward into popular notice as to excite and even demand attention. We have no doubt but that captain Percy had several intermediate appointments of which we have no knowledge.

concerning him till he was, on the 11th of October 1708, appointed captain of the Diamond. No other notice is taken of him in the service, except that he was fined six months pay by the sentence of a court-martial, held on him in the river Thames on the 12th of December 1710, for ill-treatment of his crew. By a subsequent court-martial, said to have been held on the 22d of the same month, he was fined a farther sum, also equivalent to six months pay, for running away from the enemy. No other notice is taken of him except that he is said to have died on the 11th of August 1717.

ROBINSON, Sir Tancred,—was the descendant of a very respectable family which settled at York in the reign of queen Elizabeth. William Robinson, who is the first person we find noticed, was a Hamborough merchant; and, after having resided for several years at Hamborough, Lubeck, and other Hans Towns, came over to England, was twice chosen lord mayor of the city of York, and represented it in Parliament during two sessions. His great-grandson, William Robinson, was created a baronet in the first year of William and Mary. Sir Tancred was the second son of William above-mentioned, and Mary, daughter of George Aislabe, in the county of York, esq. Having betaken himself to a naval life, he was, on the 8th of January 1708, after having passed through the necessary subordinate stations, appointed captain of the Gosport. No farther mention is made of his having held any naval command till the year 1717, when we find him captain of the Dreadnought, of sixty guns, one of the ships ordered for the Baltic under sir George Byng, but which, it is believed, never proceeded thither. In the following year he served the office of lord mayor of York; and he does not appear to have held any other naval commission till the month of December 1733, when he was made captain of the Kent.

He was promoted to be rear-admiral of the blue squadron on the 2d of March 1735, and rear-admiral of the white on the 11th of July 1739. He resigned the service altogether in the year 1741. By the death of his elder brother, sir Metcalf Robinson, who survived his father only four days, and died on the 26th of December 1736, he succeeded to the baronetage. Having married the only

only daughter of — Norton, esq, he had by her three sons and four daughters. He lived many years after he quitted the service, as already mentioned, not dying till the 2d of September 1754.

ROWZIER, Richard,—was, on the 2d of October 1708, appointed captain of the Falcon. This gentleman experiences a fate so common to a number of his brave cotemporaries, that we do not find any particular mention made of him till the year 1718, when he commanded the Essex of seventy guns, one of the fleet, under the command of sir George Byng, which defeated that of Spain in the memorable engagement off Cape Passaro. He behaved himself with very great gallantry, and had the good fortune to capture the Juno, a ship of forty guns. In 1729 we find him captain of the Portland, of fifty guns; in which ship he continued several years, annually attached to the different fleets which were equipped and collected, but which also appear never to have gone to sea during the period alluded to, except in the year 1731, when sir Charles Wager was ordered for the Mediterranean, to invest the Infant Don Carlos with his newly bequeathed territory. 'Tis most probable he retired from the service soon after his return, as he never attained the rank of a flag officer, and did not die till the 17th of January 1744-5, at which time there were many to whom he was senior on the list of captains, who had been for some years previous to that time promoted to the rank of flag officers.

ROYDHOUSE, Josiah,—is known only as having been appointed captain of the Elephant storeship on the 14th of June 1708. He died some time in the course of the year 1709.

SAMSON, or SAMPSON, Michael,—was, as it is supposed, the grandson of rear-admiral Samson, who fell in the memorable engagement with the Dutch fleet in the year 1666. He was made a lieutenant before the conclusion of the war with France in the reign of king William, and in the year 1706 was made commander of the Phoenix fireship. He returned from the Mediterranean in the following year with sir Cloudesley Shovel, and was at one and the same time both unhappy and fortunate: he had the misfortune to strike on the shore at the time his admiral was lost, and was afterwards so successful as to save

not only the crew but even the vessel itself. On the 14th of January 1708, he was promoted to the command of the *Lyme* frigate. Nothing farther is known of him, except that he died in England on the 3d of November 1711, being at that time captain of a sixty gun ship called the *Moor*.

STUDELY, Robert,—had entered into the navy before the revolution. In 1692 he was appointed second lieutenant of the *Forefight*. We hear nothing more of him till his promotion, on the 11th of February 1708, to be captain of the *Experiment*. In this vessel he did not long continue, being advanced, in the month of November following, to the command of the *Norwich*, a fourth rate. We find no other mention made of him during the reign of queen Anne, otherwise than as having been occasionally employed in convoying fleets of coasting vessels from port to port, or to and from Ireland. After the accession of George the First, he was made captain of the *Weymouth*, of fifty guns, and sent, in the year 1715, to the Baltic under sir John Norris. He held no commission after this; but being at an advanced age, not having been promoted to the rank of captain till very late in life, and having lost his sight, he, immediately after his return, retired from the service on a pension as a superannuated commander of a fourth rate. He died on the 23d of August 1717.

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